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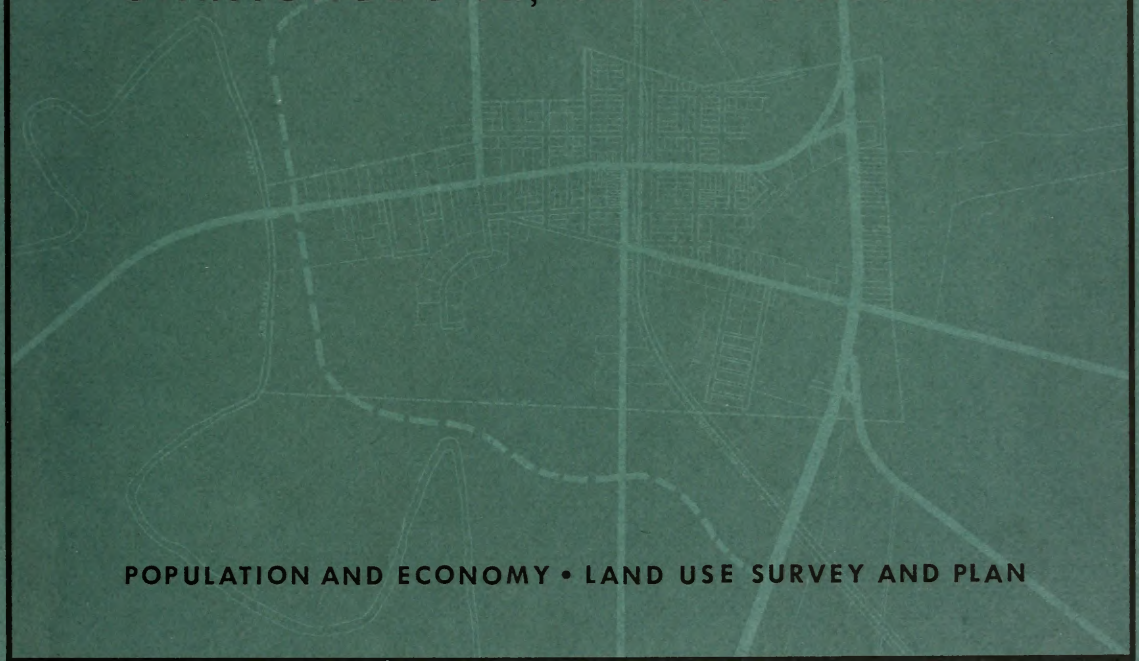
LAND DEVELOPMENT PLAN

STANTONSBURG, NORTH CAROLINA



POPULATION AND ECONOMY • LAND USE SURVEY AND PLAN

LAND DEVELOPMENT PLAN

STANTONSBURG, NORTH CAROLINA

POPULATION AND ECONOMY • LAND USE SURVEY AND PLAN

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PREPARED FOR THE TOWN OF STANTONSBURG, NORTH CAROLINA

LAND DEVELOPMENT PLAN

Daniel Whitley, Mayor

Roland L. Gardner, Town Manager

PLANNING BOARD

S. H. Crocker, Chairman
Travis H. Thompson, Secretary
David Shingleton
Rex Best, Jr.
Kenneth Edwards
Eston C. Smith
J. W. Applewhite

TOWN BOARD

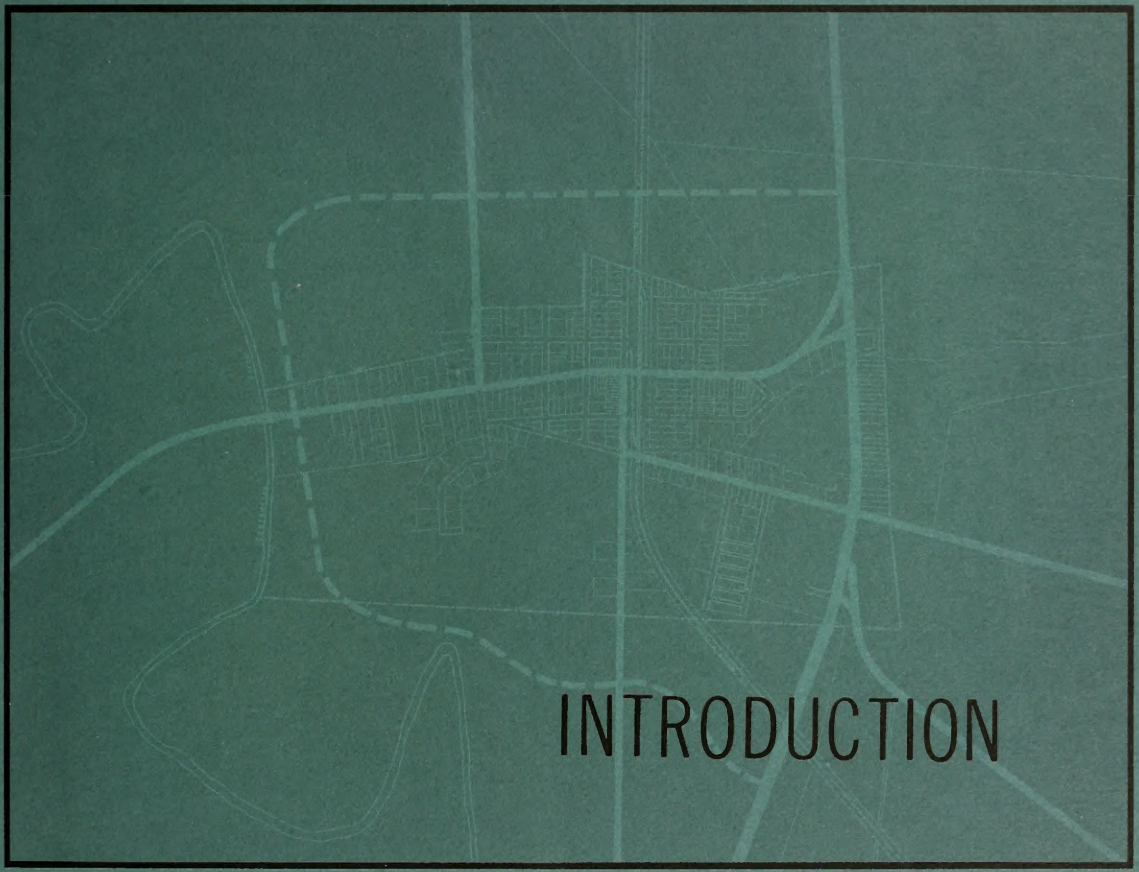
G. Lee Best, Chairman
Dr. J. W. Wilkerson
Hubert W. Batts
M. A. Tyson
James H. Aswell (Deceased)

TECHNICAL ASSISTANCE PROVIDED BY:

Division of Community Planning
Department of Conservation and Development
State of North Carolina

January, 1966

Price: $1.00



INTRODUCTION

INTRODUCTION

All kinds of fancy definitions have been devised to describe community planning, and whereas a few individuals may take a dim view of some planning processes and methods, there are a few who would argue against the simple logic of looking before you leap. An unplanned community is the cumulative result of the leaping of individuals, some of whom looked first, some of whom did not. In many cities this has produced a tangled snarl of traffic, business enterprises, residences, schools, churches, factories, etc.

While the end products of the efforts of those engaged in community planning are generally expressed in the form of physical documents - maps, reports, and the like, the object is to produce meaningful plans for the people involved. The degree of success of a planning program can be measured by the extent to which the physical environment can be shaped or improved.

Because the City of Stantonsburg has launched upon a formal program of community planning, it is logical to assume that it hopes to develop in an orderly and efficient manner which will ultimately provide maximum benefits for everyone. Community development has been well described as follows:

> Community development is a process of social action in which the people of a community organize themselves for planning and action; define their common and individual needs and problems; make group and individual plans to meet their needs and solve their problems; execute these plans with a maximum of reliance upon community resources; and supplement these resources, when necessary, with services and materials from governmental and non-governmental agencies outside the community.

Just as the community reflects the activities of each and all individuals, so the State and the Nation reflects the activities of all communities. Whereas, it may be impossible for all people in Stantonsburg to agree upon certain specific types of standards and goals, there is no question but what they should be united and in agreement that Stantonsburg should strive to become prosperous, beautiful and well organized. Such an attitude sponsors national growth and prosperity which, in turn, is reflected back to the community in the form of additional economic opportunities.

Stantonsburg's Planning Program

In the fall of 1963, the Town of Stantonsburg entered into a contract with the State Department of Conservation and Development, Division of Community Planning for technical assistance in their planning program. The Division of Community Planning has worked with a local Planning Board, which was appointed by the Town Board, in the development of Stantonsburg's planning program. Stantonsburg's present planning program consists of the following elements:

Base Mapping
Population and Economic Study
Land Use Survey and Analysis
Future Land Use and Thoroughfare Plan

This report is divided into three parts or chapters. Chapter I deals with an analysis of trends taking place in regard to the economy and population of Stantonsburg and will study the Town's relationship to the surrounding region. Chapter II includes a survey and analysis of the existing land use in Town, a survey of community services and facilities and a discussion of what areas of Town seem to have the best potential for growth. Chapter III deals with the proposed Land Development Plan for the community. The Land Development Plan consists of two distinct but interrelated parts - the Land Use Plan and the Major Thoroughfare Plan. Chapter III also contains a discussion as to the ways in which the Town's Land Development Plan can be implemented.

Chapter I
POPULATION AND ECONOMY STUDY

Introduction

The Population and Economic Analysis is designed to provide the framework upon which to base the overall planning program by bringing to light trends which are relevant to the future development of the Town, with special emphasis being given to existing deficiencies and strong points. In the final analysis, a town is nothing more than a reflection of its people, and as such, it must first be thoroughly analyzed and studied to provide a firm foundation upon which to base future planning.

The information contained in this chapter relies heavily on data compiled in a door-to-door survey and from published and unpublished sources of data provided by the United States Bureau of the Census. Any other source of information will be cited. Since the Bureau of the Census and other sources provide very little information for municipalities with a population of less than 2,500, data on Stantonsburg Township is frequently presented, when available and when necessary, to elaborate on developments in the Town of Stantonsburg. Finally, this analysis of the population and economy of the Town of Stantonsburg necessarily includes information on surrounding towns, townships, the Tri-County Area (Wilson, Greene and Wayne) and the State of North Carolina, since the course of development of the Town of Stantonsburg is affected directly and indirectly by developments in the larger regions of which it is a part.

Past Trends in Stantonsburg

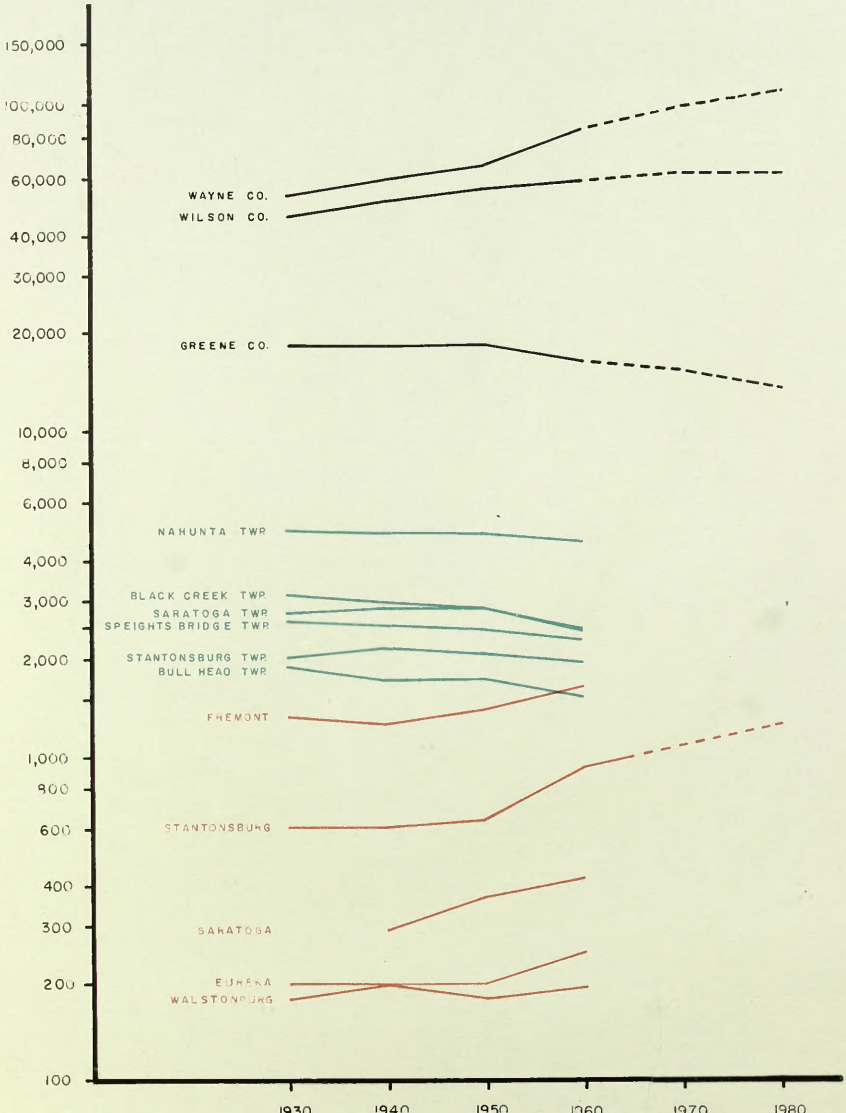
The course of population development in Stantonsburg during the period from 1910 to 1960 is shown on the graph located on the following page.

The Town experienced a steady rate of growth from 1910 to 1930 but remained stable between 1930 and 1950. From 1950 to 1960, though, the population grew from 627 to 897 persons which represented an increase of 43 percent. This sudden population growth in the period from 1950 to 1960 was a direct result of two major annexations which took place during this 10 year period. As we shall discover later in this analysis, statistics can be misleading. The Town of Stantonsburg actually experienced an out-migration of a considerable percentage of their population from 1950 to 1960.

Generally, there are four types of development within a community which can cause a change in population. There are births, deaths, migration and boundary shifts. Stantonsburg's population growth from 1950 to 1960 was influenced by all four of the above factors.

- In 1950 the Town's population was 627.
- In 1952 the Town annexed the area, roughly, east of Macon Street and the Town Cemetary. Approximately 209 persons (140 negroes and 69 whites) were added to the Town's population by this action.
- In 1953 the Town annexed the area south of Saratoga Road and west of Black Creek Road; this annexation adding approximately 156 persons (all whites).
- The increase in population by natural causes (births over deaths) was approximated during this period based on the Wilson County birth and death rate. Natural population increase during the period from 1950 to 1960 was 16 persons (9 whites and 7 negroes).

Thus, when we add up the above figures (not considering the migration factor), we can see that Stantonsburg's 1960 population should have been 1,008 persons rather than 897 which was recorded. This represents a net loss of 111 persons or a 12.4% less than was expected. The persons involved in this out-migration were, in all probability, young adults moving elsewhere in search of jobs that were not available in the Town of Stantonsburg during this period.


150,000
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400
300
200
100
WAYNE CO.
WILSON CO.
GREENE CO.
NAHUNTA TWP.
BLACK CREEK TWP.
SARATOGA TWP.
SPEIGHTS BRIDGE TWP.
STANTONSBURG TWP.
BULL HEAD TWP.
FREMONT
STANTONSBURG
SARATOGA
EUREKA
WALSTONBURG
1930
1940
1950
1960
1970
1980

Future Population

Population projections for a town the size of Stantonsburg could only be rough guesses at best. Stantonsburg's future population could be affected considerably by new economic changes in the surrounding area. As long as the larger cities in the surrounding area continue to grow, Stantonsburg's population should also increase, but to what extent is not known.

As a result of the survey of housing conducted in 1964, it was estimated that approximately 960 people lived in Stantonsburg in 1964*. This represents a 7.0% increase from 1960 to 1964. If the population of the Town increases in future years at the same rate as it has in this 4 year period, the Town would, roughly, have a population of 1,050 by 1970 and 1,210 by 1980.

Stantonsburg's Growth Compared with Other Areas

Other small towns in the surrounding area have also gained population during the period from 1950 to 1960 as shown on the graph on the opposite page. This increase varies from 7.9% in the case of Walstonburg to 28.1% for Eureka. This phenomena reflects, in general, the migration of farm workers into urban areas seeking other forms of employment. Whether such a significant population increase in these towns is forthcoming in the period from 1960 to 1970 is doubtful. It is not inconceivable that these in-migrants will become disenchanted with present employment opportunities in these towns and move elsewhere where the opportunity for work is more favorable.

The population of Stantonsubrg Township** has since 1940 been gradually decreasing. From 1950 to 1960 this decrease was 5.4%. Similarly, five surrounding Townships have experienced, on the average, a decrease of 8.6% of their population during this 10 year period. This trend is likely to continue in the future as jobs in agriculture become more scarce.

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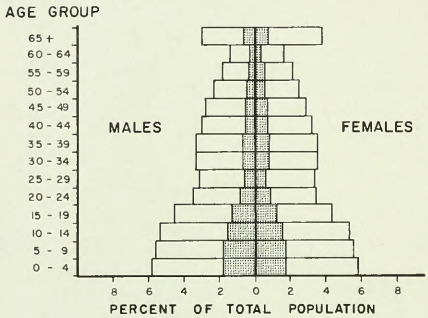
* This 1964 population estimate was derived by multiplying the average household size for non-whites (4.98) by the total of dwellings in Town occupied by non-whites. This total was then added to the total of whites living in Town which was derived by the same method. These projections could be affected considerably by changes in the economy of the area such as a new factory coming into Town, Township, etc.

**The population of the Town of Stantonsburg is included in these figures.

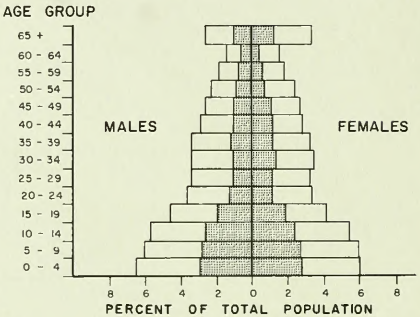
AGE, SEX AND RACIAL CHARACTERISTICS

WHITES NON-WHITES

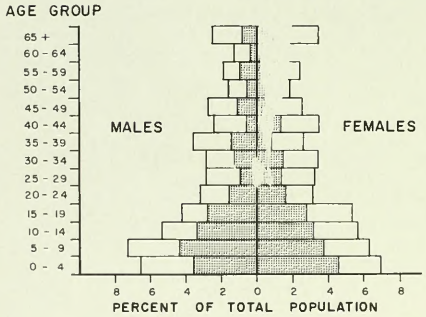
STATE OF NORTH CAROLINA



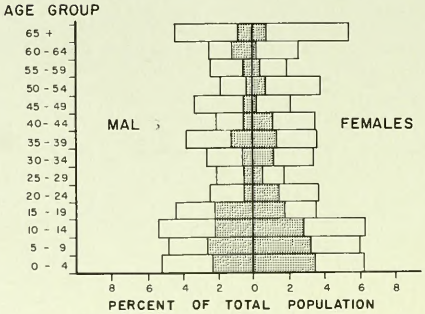
TRI-COUNTY AREA



STANTONSBURG TOWNSHIP



TOWN OF STANTONSBURG



For the most part, the population growth in the cities of Wilson (25%) and Goldsboro (35%) between 1950 and 1960 has caused a population increase in Wilson and Wayne Counties during this period, (5.9% and 27.7%, respectively). One reason for this growth seems to be that these Counties are making great strides in attracting industry and thus providing new jobs in the area. I.B.M. Population Projections indicate a 3.3% population increase for Wilson County from 1960 to 1970 and a 16.6% increase for Wayne County during this same period.* Greene County, with its almost exclusive agricultural economy, lost 7.1% of its population from 1950 to 1960. Further, projections indicate an additional 10.1% loss between 1960 and 1970.

Population Characteristics

The charts on the opposite page show age, sex and racial characteristics for the Town of Stantonsburg, Stantonsburg Township, the Tri-County Area and the State.**

Aside from differences in race composition, population characteristics for the State and Tri-County area are very much alike. When we compare these statistics with Town and Township age and sex characteristics, noteworthy differences are evident.

The Town and Township contain a higher than average percent of middle-age and older persons and a lower than average percent of young adults (15-34 age group). This comparison emphasizes again that the Township and Town are experiencing an out-migration of young job and opportunity seekers to other areas of the State and Nation. The Town of Stantonsburg, especially, is suffering from this out-migration, with the subsequent dependence on the older citizens of the community for leadership and professional skills. These statistics also become significant when one considers that the number of women of child bearing age are gradually decreasing.

Conversely, when we analyze the population characteristics of the non-whites who live in Stantonsburg, we notice a very small percentage of middle-age and older persons, but a large percentage of children in the 14 and under age group. Also significant is the very small number of non-white men in the 20 and older age group. Many non-white married males seem also to be migrating to other areas in search of jobs.

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* I.B.M. Computor Outputs programmed by Dr. C. Horace Hamilton, (North Carolina State College) and Joseph H. Perry (Division of Community Planning).

** Population characteristics for the Town was obtained in the door-to-door survey taken in 1964. Township, Tri-County, and State characteristics were taken from 1960 Census data.

The median age of non-whites in the Town is 15 years - for the whites it is 35 - more than double!

Non-whites make up approximately 35% of the Town's population. The percentage of non-whites in Stantonsburg Township is quite a bit higher (48%), and one can conclude that a great majority of the Township population who live outside of the Town of Stantonsburg are non-whites.

Significant also is the almost 10% difference in male and female representation in Town (5% discrepency in each racial group). Among whites, there are 7 females for every 6 males* and among negroes there are slightly less than 8 females for each 6 males.**

Employment Characteristics

In 1960, there was a total of 1,290 persons living within Stantonsburg Township which were of working age,*** (572 males and 718 females). Of this total 431 or 73 percent of the males and 257 or 36 percent of the females were employed.**** A majority (58%) of these people were private wage and salary workers, followed by self-employed workers and governmental workers which made up 23% and 9%, respectively, of the total employed number.

The majority of non-white males work as non-farm laborers, farm laborers or farm foremen. Non-white women, in general, are employed as either private household workers or farm laborers.

Approximately one-half of all white males work as farmers, farm managers, craftsmen, foremen or kindred workers to these occupations. An additional 25% work as factory workers, non-farm managers, officials, or proprietors. The majority of employed white females are either clerical or factory workers.

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* Most of this difference is in the 50 and above age group.
** Most of this difference is in the 20 and under age group.
*** The minimum working age in the State of North Carolina is 14 years old.
**** Most of the population 14 years and over which were not in the labor force were either in school or are at retirement age (65 years and older).

EMPLOYMENT SECURITY COMMISSION OF NORTH CAROLINA

ESTIMATE OF RESIDENT PRODUCTION WORKER AVAILABILITY

Area: Stantonsburg, North Carolina

January 7, 1966
Prepared From December Data

What is the recruiting area?

Stantonsburg's labor recruiting area covers a radius of 25 road miles — approximately 30-40 minutes driving time. The area includes the whole of Greene and Wilson Counties and portions of Edgecombe, Johnston, Lenoir, Nash, Pitt, and Wayne Counties.

What is the population of this area?

According to 1960 Census data, 219,005 persons reside within 25 miles of Stantonsburg.

How many workers are available for production jobs in the area?

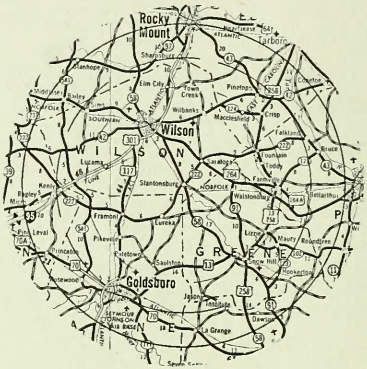
Estimates prepared by local Employment Security Commission offices serving the defined area indicate that there are 7,490 persons who possess production job skills or who are deemed to be trainable for jobs at the semiskilled level or higher.

Does this estimate include all potential workers in the area?

NO, it includes only potential production-type workers who would be qualified for and willing to accept production-type work in an industrial plant. The inexperienced but trainable worker estimate, numbering 6,105, does not include persons over 45 years of age.

How many high school graduates in this area enter the labor force each year?

For the last school year the number was 1,540. This figure excludes those graduates who continued their education or who did not seek emoloyment.


Rocky Mount
Wilson
Goldsboro
Stantonsburg
Elm City
Lucama
Sharpsburg
Pinetops
Macclesfield
Walstonburg
Farmville
Lucama
Eureka
Pikeville
Saulston
Seven Springs
La Grange
Dawson
Mount Olive
Princeton
Micro
Selma
Fremont
Bailey
Nashville
Spring Hope
Middlesex
Battleboro
Rocky Mount
Tarboro
Leggett
Macclesfield
Bethel
Hobgood
Hassell
Conetoe
Tarboro
Speed
Bethel
Pinetops
Stantonsburg
Elm City
Wilson
Lucama
Sharpsburg
Saratoga
Farmville
Walstonburg
Stantonsburg

Approximately 91% of Stantonsburg Township's employed residents work somewhere in Wilson County. The remaining workers, for the most part, commute to Greene, Wayne or Wake County to their jobs.

U. S. Census statistics for the Township indicated that approximately 25% of all non-whites in the labor force were unemployed in 1960. The 1964 door-to-door survey indicated approximately the same percentage of non-whites residing in Town were unemployed. Although only 7% of the whites in the Township (9 persons) were listed as being unemployed in 1960, the 1964 door-to-door survey indicated that almost 13% of whites living in Town were unemployed. For the most part women made up this group desiring jobs.

Agriculture and the Economy

Because the Town of Stantonsburg and it's surrounding area is tied to a great extent to an agricultural economy, a study of trends taking place in agriculture deserves particular attention. Data concerning the agricultural economy of Stantonsburg Township is limited. It was therefore necessary to study the changes taking place in agriculture in the Tri-County Area and thus attempt to relate these changes to the Stantonsburg area. The following trends are significant:

1. Farm employment is declining steadily each year mainly due to the increased mechanization of the farming industry.

2. Although the total number of farms is decreasing, the average size of farms is increasing.* This phenomena is, to a great extent, the result of the consolidation of many small farms into larger ones. The average value of land and buildings per farm has consequently increased.

3. Total land in farms has decreased, and although the average cropland harvested per farm has increased, total farm receipts from crops have decreased. Total receipts from livestock has increased greatly but, in general, total cash receipts/farm (including both crops and livestock) have decreased slightly.

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* From 1954 to 1959 the number of farms under 10 acres in size, 10 to 49 acres in size and 50 to 99 acres in size have decreased by 36.2%, 44.8% and 8.3% respectively. The number of farms 100 acres or larger in size have increased by 35.4% during this same period.

4. The proportion of tenant farmers to the total number of farm operators has also decreased slightly in the period from 1954 to 1959.

The principal cash crop in the Tri-County Area is bright leaf tobacco, the acreage being controlled by allotment. The recently announced reduction in tobacco allotments in the southern states will have an effect upon Stantonsburg Township's economy since the raising of tobacco involves a large proportion of the Township's agricultural workers. Further reductions in tobacco allotments in the future will, in all probability, take place in order to reduce overproduction and keep the price of tobacco at a high level. This means that fewer people in the Tri-County Area will produce and harvest tobacco in the future, and agricultural jobs will decrease still further.

Aside from tobacco, the farmers of the Tri-County Area depend to a great extent on income derived from cotton and corn crops and livestock and dairy production. Wheat, oats and sweet potatoes are also important money crops in this area.

If agricultural production continues to employ fewer and fewer people in Stantonsburg Township, with no accompanying gains in employment in other types of basic industry, the Township will be faced with three possible consequences: unemployment will increase not only in agriculture but also among service workers within the urban complexes; continued loss of population within the Township; and increased commuting of residents to the City of Wilson, Goldsboro, and other cities in the surrounding area to work.

Education

The direct relation between the level of educational achievement and wages earned has long been established. In the United States today sustained emphasis is placed on further expansion of educational opportunities for all people, regardless of their location or status. With increasing demands for highly specialized skills, many employers are insisting on more than the minimum of a high school education.

Against this background it is distressing to examine the level of education in Stantonsburg Township as well as the Tri-County Area. Traditionally the use of public educational facilities in the South has lagged behind the rest of the nation, although significant progress has been made in recent decades. North Carolina ranks high in the South, but continues to fall considerably below national averages as measured by

quantitative standards such as median school grades completed, the number of persons with a college education, average teacher salaries, and the amount spent per pupil.

In the Stantonsburg area, non-whites have much less formal education than whites. Census statistics for Stantonsburg Township reveal that the median level of educational attainment for whites is 9.0 years compared to 5.8 years of schooling for non-whites. Almost 2 out of 5 (37%) of the white population (25 years and older) have at least a high school education while only slightly more than 5% of the non-whites have a minimum of a high school education. More than 10% of all non-whites within this same age group have no formal schooling at all, while 3 out of every 4 have completed no more than the seventh grade - an inadequate education in this age of mechanization and advanced technology.

Since a high school education was not so important when many of the older citizens of Stantonsburg Township were of school-age, it is likely that many of the people without a high school education are relatively old. However, there are indications that many of the young people in Stantonsburg and the rest of the Township are failing to secure a high school education.

A good school system is one of the best assets a community can have to attract more people to the area. Upgrading the quality of the school in Stantonsburg would not only provide the Town's school children with better educational opportunities and prepare them for advanced training but would serve as a source of community pride as well.

Many persons in the 1964 questionnaire survey stated that there was an acute shortage of craftsmen (carpenters, plumbers, electricians, painters, etc.) in Town. The industrial education center in Wilson is designed to provide the unskilled with the necessary training to hold useful and productive employment. It would be to the benefit of the Town, as well as individuals involved, if the local leadership would take whatever action or steps are necessary to encourage local unskilled residents to attend the industrial education center to learn some useful trade. Stantonsburg would have more drawing power as a place in which to live if craftsmen such as those mentioned above were available locally.

Income

There are three devices commonly used to measure income of a given area - mean family income, median family income and per capita income.*

Economics, with all moral and social considerations removed, dictate that a concentration of people in the low income brackets means less money in circulation; less retail, wholesale and service trade; an uneven distribution of the tax load and a resultant relatively low rate of economic progress.

General income data for the Town of Stantonsburg (which was obtained from the 1964 questionnaire) can give some insight into how the income levels of Stantonsburg's citizens compare with the population of Stantonsburg Township and surrounding counties.

The median income for whites living in Stantonsburg is approximately $4,500 which is almost $1,000 more than white families who live in the Township. This figure is also higher than the median incomes for whites who live in Wilson, Wayne or Greene Counties and is only slightly below the State level. On the other hand, the non-white citizens of Town seem to earn less per year than their counterparts who live in Stantonsburg Township whose median income is $1,432/year.

Per capita income for the Township amounts to $832. This is above the per capita income of surrounding townships and Greene County but significantly below Wilson County, Wayne County and State figures.

President Johnson, in his war on poverty, refers to all families with less than $2,000 in annual income as "poverty stricken" because the income is not sufficient to provide an adequate level of living. On the basis of this definition, 48% of the families in Stantonsburg Township are poverty stricken. This includes 30% of the white families and 79% of the non-white families. None of the Negro families, according to 1960 census statistics, have over $5,000 in income. One white family in four have incomes $8,000 or greater. The families in this higher income bracket are in a position to make significant investments to keep the local economy growing. It is likely that a family with an annual income under $8,000 will spend most of their income for consumer goods.

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* "Mean family income" is the total income of all families divided by the total families. "Median family income" is the point at which half of the families have more and half of the families have less income. "Per capita income" is the total income of all families and individuals divided by the total population.

Retail Trade

Owing to the small number of retail business establishments in town, one can conclude that, at present, most of the stores in Stantonsburg depend to a great extent on the local population for sales. The distribution of population within a 5 mile radius* of Stantonsburg is sparse. Except for specific businesses such as the lumber company, community clinic, restaurant, and service stations, in all probability very little purchasing of goods and services in Stantonsburg is done by persons who live outside of Town. The 1964 questionnaire concerning shopping habits brought out that except for basic necessities such as drugs, groceries, banking and doctor's services, most of Stantonsburg's citizens shopped elsewhere for major items.

Until the population of Stantonsburg increases to the point where additional business activity can be lured into Town and the Town's business area modernizes and provides inducements (aesthetic, variety, convenience, good service) to attract people of surrounding areas to Town to shop, Stantonsburg's retail trade establishments will continue to depend to a great extent on local people's buying.

Where Stantonsburg Residents Spend Their Money

In the door-to-door survey it was found that approximately 50% of the goods and services used by those interviewed were normally purchased or obtained outside of Stantonsburg. The types of goods and services most frequently obtained outside of Town were generally items which could not be obtained in Stantonsburg such as dress clothes, home furnishings, appliances, jewelry and gifts, furniture, automobiles and farm equipment. The retail business establishments and service-oriented business which were available in Town generally did quite well in attracting the townpeople's patronage. This includes, particularly, groceries, drugs and medicines, lumber supplies, banking, medical aid, and automobile repair. Most of the people interviewed stated that they shopped in the Town's business district at least twice a week. Almost one-third of those interviewed stated that they shopped in Town no more often than once a week. The main reason for this infrequency dealt with the limitation of goods available in Town and lack of opportunity for comparative shopping. Detailed data concerning the shopping habits of Town's people are contained in tables located in the Appendix of this report.

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* This would be the maximum retail service area of the Town's retail businesses.

Summary of Findings:

1. As was the case with neighboring small towns, Stantonsburg experienced a considerable increase in population from 1950 to 1960. Almost all of this growth has been the result of two major annexations which took place in 1952 and 1953. The large cities in the area (Wilson, Rocky Mount, and Goldsboro) have also shown significant population gains during this period.

2. Because the Town provides few job and cultural opportunities for its young adults, this segment of the population is moving elsewhere. This is particularly evident among whites. Consequently, the median age of the Town's white population is gradually becoming higher. Conversely, this over-all aging process has not applied to the non-whites of the community whose composition still includes a significant number of young people.

3. The white population of Stantonsburg have, in general, more formal schooling and a higher median family income than whites who live in Stantonsburg Township, Wilson, Wayne or Greene Counties. The non-whites in Town seem to be lower than their counterparts who live in the Township and the surrounding counties in both schooling and income.

4. Over 50% of the working population of Stantonsburg are still dependent to a great extent on farm or agriculture-oriented jobs for their livelihood. Most of the Town's residents work within Wilson County. Bright leaf tobacco is still the major money crop in the area with corn and cotton crops and livestock and dairy production a secondary but important income producer.

5. Stantonsburg's retail trade establishments, with few exceptions, depend on the Town residents for business. Because there is a limited number of stores in Town, townspeople must travel to surrounding urban areas to purchase the goods unavailable in Stantonsburg. The City of Wilson attracts most of these shoppers since it is the closest urban area. In addition, people who work in surrounding cities, in many instances, shop near their place of work because it is convenient even though similar goods are available in Town.

Conclusions

Stantonsburg's significant population growth is a midleading indication of prosperity and well-being. As stated earlier, this growth was due almost exclusively to annexation. The Town actually experienced an out-migration of population during this period. The

Stantonsburg Lumber Company is the major employer in Town.* Jobs in both agriculture and the lumber industry, according to national trends, are decreasing each year. The consequences are obvious - if few or no jobs at all are available in the Town of Stantonsburg, in-migration from the farm will lower the economy and may cause other problems such as blighted residential areas and the creation of a need for community services out of proportion to the tax paying abilities of the in-migrants.

Perhaps the most significant problem which the town faces is the steady out-migration of young adults to other areas in search of jobs. As the young people leave the community, Stantonsburg Town and Township loses its greatest investment - the children educated in its local schools. Unless the Town begins to offer good employment opportunities in manufacturing, business and the professions, the tendency will be for the better educated young people to continue to migrate away from the Stantonsburg area in search of more rewarding positions, leaving behind a disproportionate number of individuals and families in the lower income bracket. The future population and economy of Stantonsburg will depend upon the extent to which the Town enters into competition for new sources of income, new jobs for the young people who will be pouring out of high schools in the years to come, and stable employment for an aging population.

As long as the larger cities in the surrounding area increase in population, Stantonsburg's population is likely to grow also, although at a lesser rate. A significant population growth for Stantonsburg in the future seems to be dependent on one of the following conditions:

1) new industry being attracted to the Stantonsburg area, thus creating new jobs and the need for more supporting services.

2) the expansion of the Town's role as a bedroom community for persons who work in the larger cities of the surrounding area.

It is possible that this growth will result because both of the above mentioned factors will have taken place.

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* This firm employs 45 persons, most of whom reside within the corporate limits. Almost all of these workers are males.

Population growth is not in itself necessarily always good. Small towns like Stantonsburg have a certain charm and "personal feeling" about them and "smallness", therefore, becomes a virtue to a certain segment of the population. But with smallness, one must also assume certain disadvantages. Two such disadvantages would be a limited number of local stores and services and, indirectly, a lower standard of education for its school children.

Specifically in regards to shopping facilities, unless the merchants of the downtown area modernize and make a conscientious effort to improve the appearance of their stores, provide more easily accessible off-street parking spaces, and provide a reason for people to want to shop in Stantonsburg, they may find that they will lose more and more business to surrounding urban centers such as Wilson, Goldsboro and Rocky Mount whose merchants are keeping "up with the times". With the increasing mobility of the population and the greater use of automobiles for shopping purposes, the advantage of being close to prospective buyers will diminish in importance unless additional inducements are provided by Stantonsburg's merchants at the same time.

In the following chapters of this report, goals will have to be formulated for the Town. If significant population growth is one such goal, the groundwork will have to be laid to promote this growth. As mentioned earlier, population growth in Stantonsburg seems to be dependent on either new industry moving into the Planning Area or the expansion of the Town's role as a bedroom community. In regard to industrial promotion, Stantonsburg is in direct competition with thousands of towns and cities in the nation for new industry. In regard to expanding their role as a bedroom community, here too, Stantonsburg is in competition, but in this case, with many towns and cities in the immediate region.

Whether a new industry choses to locate in Stantonsburg or whether people who work elsewhere, decide to come to this Town to live is dependent to a great extent on how attractive existing development is. Unless the leaders of the community make a conscientious effort to improve the appearance of Stantonsburg, including the modernization of the central shopping area, the growth potential of the Town, (through the achievement of one or both of the two previously mentioned alternatives) would seem to be greatly limited. This point should not be overlooked in planning for Stantonsburg in the future.

Considering that Stantonsburg has a limited amount of financial resources available to promote population growth, the improvement of the living environment in Town should be undertaken first in order to provide a firm foundation for future population growth.

The Town of Stantonsburg is in a fight for survival - it must define its goals now and pursue as vigorously as possible the achievement of these goals. Time lost in this effort can never be regained.

Chapter II
LAND USE SURVEY

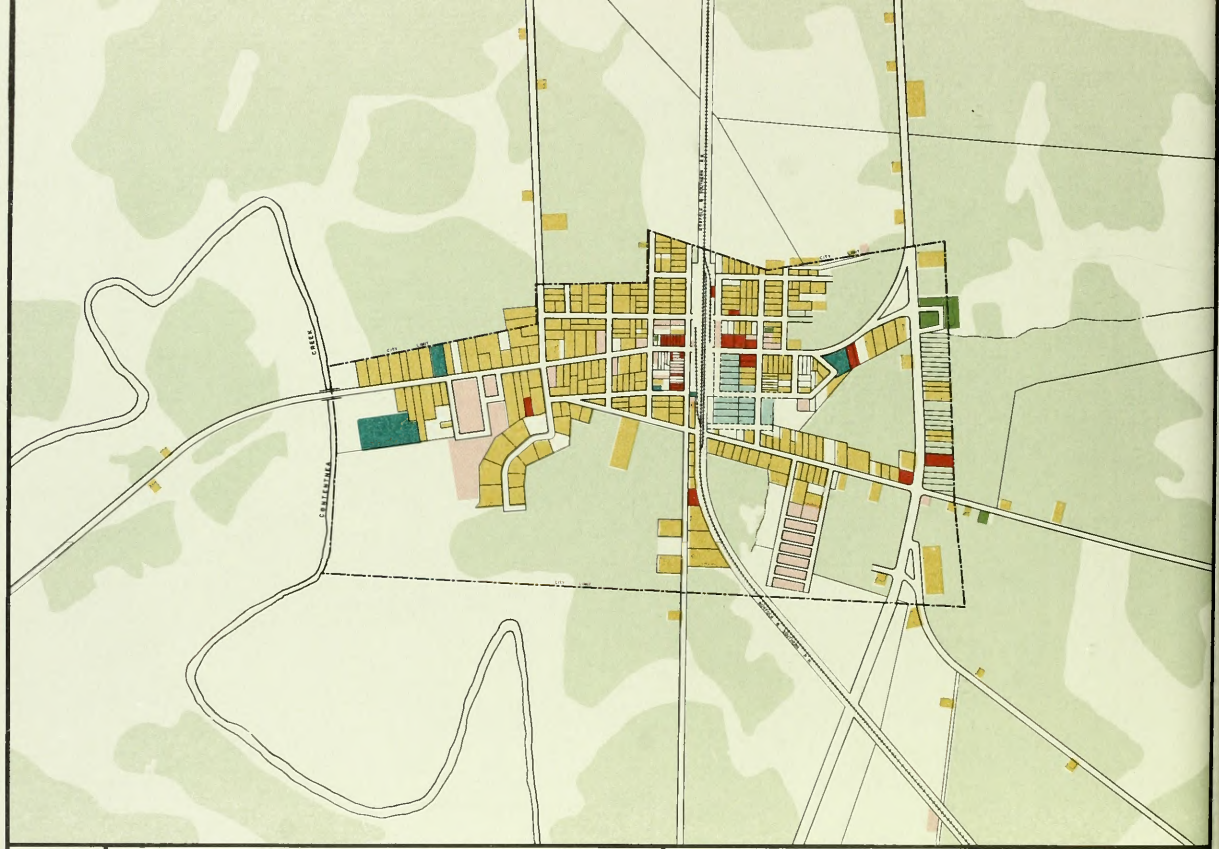
Land Use Survey

This section of the report will present information, both quantitative and qualitative, of existing land development. The compilation and analyzation of data such as this is necessary before a future land use plan can be prepared. Obviously, a plan cannot be arbitrarily "pulled out of the air". It must be based on concrete information and a logical analysis of this information. The land use survey and analysis provide this base by disclosing information which may be used in identifying patterns of growth, revealing development problems, and establishing guidelines for the future.

The land use survey is the process of gathering information about the community. The Stantonsburg land use survey was initiated in the Spring of 1964, and involved several steps in its completion. First, base maps with street and lot lines were obtained so that data could be recorded on them in the field. Second, a field survey was undertaken which involved riding the entire town and surrounding outside area to record on the maps information such as types and location of land use, condition of structures and roads, development problems, topography and conditions affecting community growth. Third, this data was transposed onto base maps for the purpose of statistical land use analysis.

Land Use Classification

Since the land use survey and analysis serves as the foundation for all land planning work, existing development in Town and the surrounding one-half mile area was classified into various categories for the purpose of study and simplification. Map No. 1, located on the following page, shows what each parcel of land in the Stantonsburg planning area is being used for. The following table shows the amount of land devoted to each specific use in the Town of Stantonsburg.



STANTONSBURG, NORTH CAROLINA

COMMUNITY ANALYSIS

RESIDENTIAL
TRADE
SERVICES
UTILITIES
MANUFACTURING
CULTURAL, ENTERTAINMENT & RECREATION
AGRICULTURE & RELATED ACTIVITIES
UNDEVELOPED LAND & WATER AREAS

EXISTING LAND USE

1

EXISTING LAND USE - TOWN OF STANTONSBURG
AUGUST, 1965

Type of Use	Total Acres	% of Developed Land	% of Total Land
Vacant Buildings (not houses)	0.69	0.3%	0.2%
Residential	71.94	29.5%	24.1%
Cultural, Entertainment and Recreation	1.19	0.5%	0.4%
Trade	3.74	1.5%	1.3%
Services	15.65	6.4%	5.2%
Manufacturing	3.64	1.5%	1.2%
Transportation, Communication & Utilities	57.52	23.5%	19.3%
Agriculture and Related Activities	89.44	36.8%	30.0%
Undeveloped Land and Water Areas*	54.69	----	18.3%
Totals	298.50	100.0	100.0

Total Developed Land - 243.81 Acres

Housing Conditions in Stantonsburg

71.94 acres or approximately 29.5% of all developed land in Town is used for residential purposes. This category includes single-family dwellings, duplexes, multi-family dwellings, and mobile homes.

The majority of homes in Stantonsburg are placed in spacious surroundings. 154 of the 293 residential structures rest on lots 8,000 square feet in size or larger. Generally the most significant concentration of small lots and blocks (which are crowded with residences) are located in the area east of the railroad track, where the Town's Negro population live.

* Including land on which vacant dilapidated dwellings are located.

Housing Characteristics:

There are 281 residential structures in Stantonsburg.* Of these, 271 are designed for single-family occupancy. Nine of the housing structures are duplex units. There is only one apartment house in Town and it is dilapidated and vacant.

United States Census data concerning housing characteristics were available for Stantonsburg Township but were not available for the Town of Stantonsburg. One of the objectives of the door-to-door survey conducted in 1964 was to determine the extent in which Township housing characteristics corresponded with Town housing characteristics. Listed below is comparative Township and Town data:

Township Data (1960 Census)		% of Total	Town Data** (1964 Survey)		% of Total
All Housing Units	484		All Housing Units	293	
Owner-Occupied	164	33.7	Owner-Occupied	157	53.6
White	152	(31.2)	White		
Non-White	12	(2.5)	Non-White		
Renter-Occupied	298	61.2	Renter-Occupied	117	39.9
White	139	(28.5)	White		
Non-White	159	(32.7)	Non-White		
Available Vacant	8	1.6	Available Vacant	7	2.4
For Rent	7		For Rent		
For Sale Only	1		For Sale Only		
Other Vacant	17	3.5	Other Vacant***	12	4.1

* 15 individual trailers are included in this total.

** The total number of renter and owner-occupied dwellings in Town are approximate. These totals were arrived at by multiplying the percent of owner-renter occupied dwellings in the 80% sample by the total number of occupied dwelling units in Town.

*** These units are dilapidated.

We can see in the previous chart that only 35.5% of all occupied dwellings in the Township are owner-occupied. Approximately 52% of whites own their own homes while on 7% of all negro households are owner-occupied.

Approximately 57% of all occupied dwelling units in Town are owner-occupied. Two-thirds of all white families own their own homes but less than one-third of the negro families who live in Town do.

The average household size for whites who live in the Town of Stantonsburg is 3.01; for non-whites, it is 4.98.

Approximately three-quarters of those interviewed in the 1964 questionnaire stated that there is a definite shortage of available rental units, which are in good structural condition, in Town. Further, the same percentage of people stated that the unavailability of homes for sale or vacant lots, for sale at a moderate price (for new home construction) was also a major problem in Stantonsburg.

Structural Condition of Housing

A windshield structural condition survey, conducted in 1964, rated all residential structures in the Town and surrounding area in one of the following categories:

1. Sound - this is a structure which is in good condition (other than perhaps needing paint) and shows evidence of regular maintenance.

2. Minor Repair - this is a basically sound structure but one which has minor defects such as small cracks in the external walls or chimneys, or slight damage to the porch or steps.

3. Major Repair - this is a structure which is still economically feasible to repair but which has major defects which need to be corrected such as holes, open cracks, or missing materials over a small area of the external walls, foundation, or roof; or rotted window sills, steps, or porch.

4. Dilapidated - This is a structure which is, in general, unfit for human habitation and is uneconomical to repair. Defects in such a house might include an unsafe foundation or roof, rotted wood exterior, large holes or cracks in the exterior or a decided tilt in one or another direction.

STANTONSBURG, NORTH CAROLINA

COMMUNITY ANALYSIS

SOUND

NEEDING MINOR REPAIR

NEEDING MAJOR REPAIR

DILAPIDATED

RESIDENTIAL STRUCTURAL CONDITIONS

2

Results of this structural condition survey are contained in the following table.

TOWN OF STANTONSBURG

Structural Condition Category	Total Occupied Dwelling Units	% of Total Occupied D.U.'s in Town	No. of Units Occupied by Whites	No. of Units Occupied by Non-Whites	Vacant
Sound	195	71.2	174	21	3
Needing Minor Repair	50	18.2	26	24	3
Needing Major Repair	19	6.9	6	13	1
Dilapidated	10	3.7	0	10	12
TOTALS	274		206	68	19

1960 Census statistics indicated that approximately 39% of all structures in Stantonsburg Township were in sound structural condition, 35% were deteriorated and 26% were dilapidated.

When we compare Township data with data for the Town, we note that while 61% of all dwelling units located in the Township are sub-standard (deteriorated or dilapidated)* only 14.3% of all housing units in Town are in sub-standard structural condition. Thus, one can conclude that either most of the dwellings in the Township (outside of Town) are in sub-standard condition, or major structural deficiencies present in many of the houses in Town were not apparent to the casual observer.**

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* For comparative purposes, the Census definition of "sound" includes both the "sound" and "minor repair" classification in the windshield survey. A "deteriorated" structure in Census terms refers to a structure needing "major repair" in the 1964 survey. Map #2 shows the results of this structural condition survey.

** Major plumbing deficiencies, the availability of hot water, etc., could not be used as judgment criteria in the 1964 windshield survey.

Pattern of Development

Although the pattern of development in Stantonsburg is, in general, similar to many small towns throughout the state, the following land use relationships in Town are significant and deserve particular attention:

(1) Most of the developed area in Town is located north of Saratoga Road. Land within the Town limits, south of this thoroughfare, is, for the most part, either sparsely developed or being used for agricultural purposes.

(2) Most of the land originally platted in the early 1900's is developed. Newer development has primarily taken place along major arterial streets in a strip-type of development. Except for the construction of Tyson Drive, south of Saratoga Road, and the Highway 58 Bypass on the east side of Town, no streets have been dedicated within the Town since 1919.

(3) The central business district is located approximately at the center of all developed land in Town. This business center serves, realistically, only as a neighborhood convenience shopping area rather than a true central business district. As brought out in Chapter I, unless merchants and service-oriented businessmen update the outward appearance of their business establishments and provide additional incentives for people to want to shop in this business area, the volume of business done here will, in all probability, decrease in the future.

(4) The Norfolk-Southern Railroad Line, which runs through the center of Town, forms a major physical barrier which separates the older part of Town into two sections each with its distinct development characteristics. The homes, businesses and community facilities which are located on the west side of these tracks are, in general, well maintained and attractive. For the most part, the mixing of incompatible land uses is not a problem here. The development on the east side consists of a cluster of poorly constructed dwellings occupied by negroes, attractive strip residential developments occupied by whites and an unorganized pattern of commercial and industrial development. The negro residential area has in particular major environmental problems, several of which are unpaved streets, poor drainage and the mixing of incompatible uses. These adverse conditions make living conditions in this area the worst of any area of Town.

(5) Now that a bypass has been completed on the east side of Town, business establishments such as gas stations and restaurants, which catered to the Business Highway 58 traffic, may be forced either to go out of business completely or, as an alternative, leave their present locations and move out to the bypass.

(6) The entrance to Stantonsburg on Highway 58 from the City of Wilson is unattractive and tends to repel outsiders who might desire to investigate the Town as a place to live or shop. First impressions are lasting and if the first impression of Stantonsburg is formed by unattractive development, people will tend to avoid the Town and take the bypass route instead. The presently vacant, triangular-shaped parcel north of Webb Lane is an ideal place in which a positive initial reaction about the Town could be established. The possible development of this parcel does not, of course, negate the Town's responsibility of improving the appearance of the presently unattractive development along Main Street (Highway 58) leading into Town.

(7) The Stantonsburg Lumber Company is perhaps the most dominant single use in Town. Although being an important source of jobs for citizens of Town, this industry is unattractive and has a detrimental effect on surrounding development - in particular, the downtown business district. The present appearance of this lumber operation is indirectly a liability to the Town in that the image of Stantonsburg as a place to live is weakened immediately by the unattractiveness of this dominant use. If a goal of the Townspeople is to expand the function of the Town as a bedroom community, this use will have to be significantly buffered with thick vegetation from adjoining uses so as to minimize the negative effects of this operation.

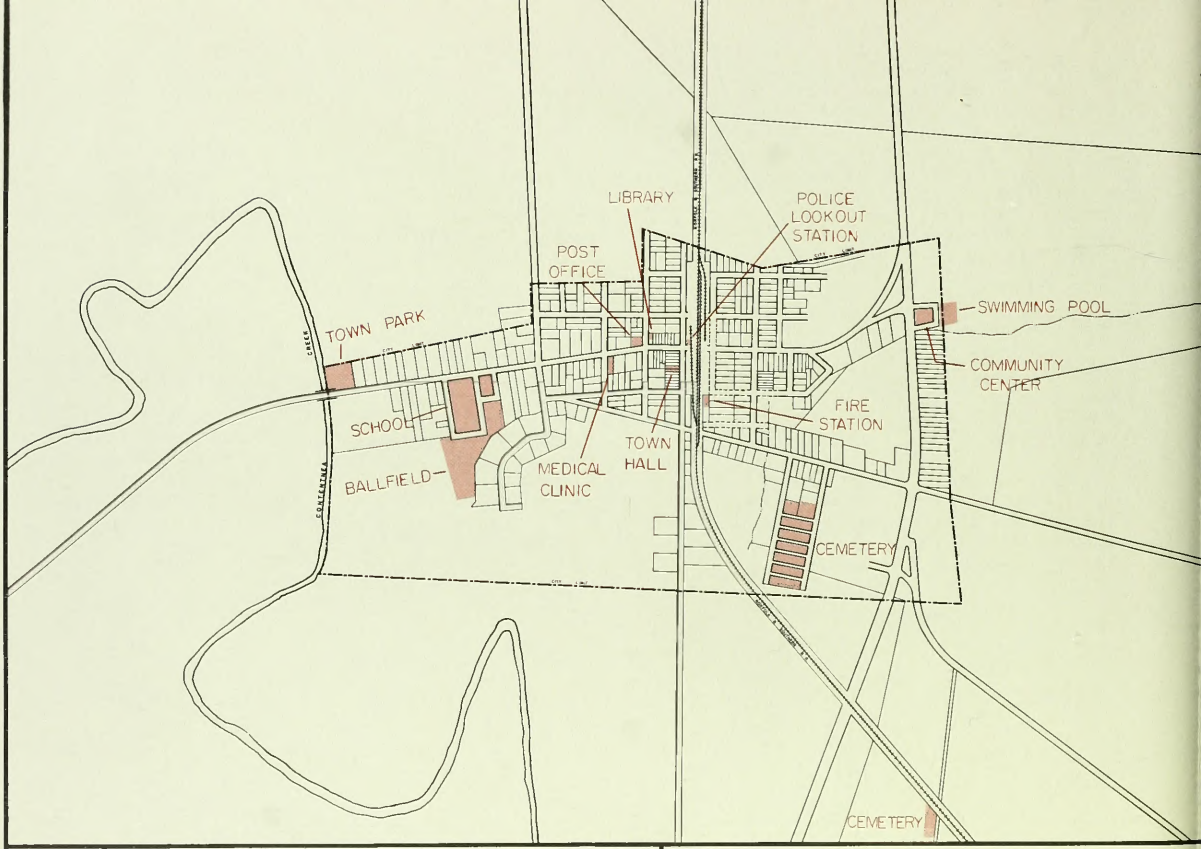
(8) The newest homes in Stantonsburg are, in general, located along major arterial streets leading out of Town. Large vacant parcels of land have been created between this new development and the older development, which has taken place adjacent to the original platted streets in Town. Future street openings should be reserved at strategic locations along these thoroughfares to guarantee that these parcels are not landlocked and access into these "semi-islands" of vacant land is available. For example, the 4 acre vacant parcel located west of Moyton Drive (Highway 58), between Main Street and Saratoga Road, will require at least two street reservations (so that a loop street can be constructed) if this area is ever to be developed for residential purposes in the future. A loop street is needed here because there is no street access to this parcel from either the north, south, or west sides. Finally, strip residential development is costly to the Town in that sewer and water lines must be extended outward to serve a low density of development.

(9) The recreation potential of land adjacent to Contentnea Creek is not being fully exploited by Town leaders. This waterway could be a nucleus around which an attractive recreational area could be developed. In addition to fishing potential, boating facilities should also be provided along this Creek.

(10) Recreational facilities for non-whites in the community are totally absent. Whereas, the whites of the community have the community center and swimming pool available, non-whites have no such facilities. The survey of population in Chapter I brought out the fact that a large percentage of the Town's non-white population is in the 14 and younger age group. Efforts should, in particular, be made to provide recreational facilities for this segment of the non-white population.

Conclusion

Future residential development in Stantonsburg will, in all probability, take place on the outskirts of Town. Whether this growth will continue to move outward along major thoroughfares as it has in the past, or whether inlying pockets of land will be developed is, to a great extent, dependent on land costs - that is, whether vacant land in a particular location is more valuable for agricultural purposes or for residential development. Future tobacco allotment policies of the Federal Government will be of utmost importance in this final determination, If, as the trend seems to indicate, allotments are reduced steadily each year, the farmers who are cultivating land either within the Town or in the immediate surrounding area will find that the financial advantage to be gained by selling to potential residential developers will become more attractive each year.



STANTONSBURG, NORTH CAROLINA

COMMUNITY ANALYSIS

PUBLIC & QUASI-PUBLIC FACILITIES

7

PUBLIC SERVICES, UTILITIES, AND THOROUGHFARES

Introduction

In any study involving land development, it is necessary to include information on public services, utilities, and thoroughfares. This aspect of community affairs is not only essential to the well-being of the community, but is an important factor to consider in molding development patterns.

This section attempts to provide a thumbnail sketch of the existing facilities and services in Stantonsburg and to offer general comments on how well the Town fares in this capacity. In a report such as this, detailed analyzation cannot be achieved, but a separate study known as a Community Facilities Study, can yield detailed information. In such a report, each facility and service is studied in depth, specific comparisons are made with acceptable standards, and recommendations are made for future needs.

Fire Protection

Fire protection for the Town and the County area within a 3-mile radius of Town is provided by 19 volunteers. The Town does not employ any trained professional firemen. Stantonsburg's fire department has a reciprocal working agreement with Wilson County in the case of large fires.

The fire station is located on Commercial Avenue and is in good structural condition, having been built in 1962. There are presently no plans for expansion of this facility.

Existing fire equipment includes:

2, 750 GPM Pumper Trucks (purchased in 1962)
1, Water Wagon* (purchased in 1963 - 1955 model)
8, Dry Chemical Extinguishers

The fire department is able to pump 500 gallons of water per minute with their largest piece of equipment out of operation. Fire hydrants are located on each block of Town, approximately 300 feet apart. Stantonsburg currently has a Class 8 fire insurance rating.

Fire protection in Stantonsburg seems to be adequate at the present time. No new fire fighting equipment needs to be purchased in the immediate future.

Police Protection

Stantonsburg has two full-time policemen in addition to one substitute policeman and one Negro policeman who works solely on weekends. Police protection extends to the corporate limits but Stantonsburg's police will lend their services, if requested, to Wilson County in time of emergency.

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* Presently being housed in the Town Hall building.

The Town has leased property at the corner of Main and Commercial Streets from the Norfolk and Southern Railroad and in 1964 constructed a new police look-out station on this site. The jail, consisting of 4 cells, is located in the rear portion of the Town Hall building. The Town owns one 1963 Plymouth patrol car which is in good running condition.

Town Hall

The Town Hall was built in 1950 and it is in good structural condition at the present time. It houses the mayor's court (with a seating capacity of 41 persons), the Town clerk's office, and a storage room in addition to the jail and the fire water wagon mentioned earlier. Expansion of this building on its present site is possible but only to the rear.

It is felt that the present building is adequate in size and no plans for expansion of this facility is anticipated in the immediate future.

Garbage and Refuse Collection

The Town provides refuse and garbage collection service for its citizens. Garbage and refuse is collected three times a week and is dumped two miles outside of Town off of Highway 222. This arrangement seems to be adequate at the present time.

Schools

Stantonsburg Elementary and Junior High School (Grades 1-8) is the only school located within the Town. Approximately 175 white children are enrolled in this school. The building is in good structural condition and the site (play area, etc.) seems to be adequate. Seventy-five white Stantonsburg children are attending high school in Saratoga. Non-white children who live in Town attend Speight School which is located in the County off N. C. Highway 222.

Public education is a function of Wilson County and the school system is under the direction of a 5-member Wilson County Board of Education. Stantonsburg has no supplementary school tax. No new school construction affecting the children of the Town is planned in the near future.

Library Service

The Stantonsburg Library is located on Thompson Street in an unattractive structure built in the 1940's. Although not being fireproof, this building is in fair structural condition. At present the library has approximately 2,500 volumes, but is only open on Tuesday and Thursdays for a total of 6 hours a week.*

This library is administered by Wilson County and its operation is financed through a joint Town-County agreement. Wilson County supplies the books and personnel and the Town pays the rent, light and heat bill. The Town Board has appointed a Library Board to direct the activities of this library.

Considering that Stantonsburg is a small town with a population of less than 1,000, the people of the Town should feel fortunate to have a library. It does not follow that Stantonsburg's library should be relegated to a minor or inconspicious location in the community. New, more functional quarters should be found for this facility and an effort should be made to increase the number of volumes available. In addition, volunteer librarians could be utilized to provide more hours of library service if the approval of the Wilson County Librarian and Library Board could be obtained.

Parks and Playgrounds

There are no developed public park or recreation areas in Town at the present time. The Town owns a one acre parcel of land adjacent to Contentnea Creek (north of Main Street) which is planned to be developed as a passive recreation area in the near future. The deficiency of public park area in Stantonsburg particularly affects the non-white population of the Town who have no private facilities available as a substitute for public park facilities. Conversely, whites who live in Town have the following private or quasi-private recreation facilities at their disposal:

- A Community Center Building which has a recreation room, kitchen facilities and restrooms. Such organizations as the Kiwannis Club, Boy Scouts of America and American Legion use this facility for their meetings. Home demonstrations and private parties are also held here.

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* One part-time employee works in the library on these two days.

- A swimming pool which is located directly behind the Community Center Building. This pool has a private membership of 175 at the present time.

- A little league baseball (or softball) field which is located on private property directly behind the Stantonsburg School. The Wilson County Board of Education leases this land from a private citizen to use as a playground for school children. Except during baseball season, this park is used very little after school hours - in all probability, because this facility is poorly maintained.*

The 1964 door-to-door survey brought out the Townspeople's (both whites and negroes) strong desire for more recreation facilities in Town. A public recreation area in the area where the negro population live is particularly an urgent need. In addition, the Town Board should develop the existing park site adjacent to Contentnea Creek as a passive recreation area. The Town Board should also have a working agreement with the County School Board concerning the maintenance and full development of the recreation area located behind the school, (perhaps involving the addition of tennis courts, basketball goals, etc.).

Hospitals and Medical Facilities

There is no hospital located within the Town. The medical clinic, which is located on Main Street and is staffed by two doctors and two nurses, serve the medical needs of Stantonsburg's population adequately.

Cemeteries

A municipally owned 10 to 12 acre cemetary, which serves the white population of the community and is presently half-filled, is located in the southeastern section of Town. The cemetary for negroes is located outside of the Town limits. Cemetary facilities seem to be adequate at the present time.

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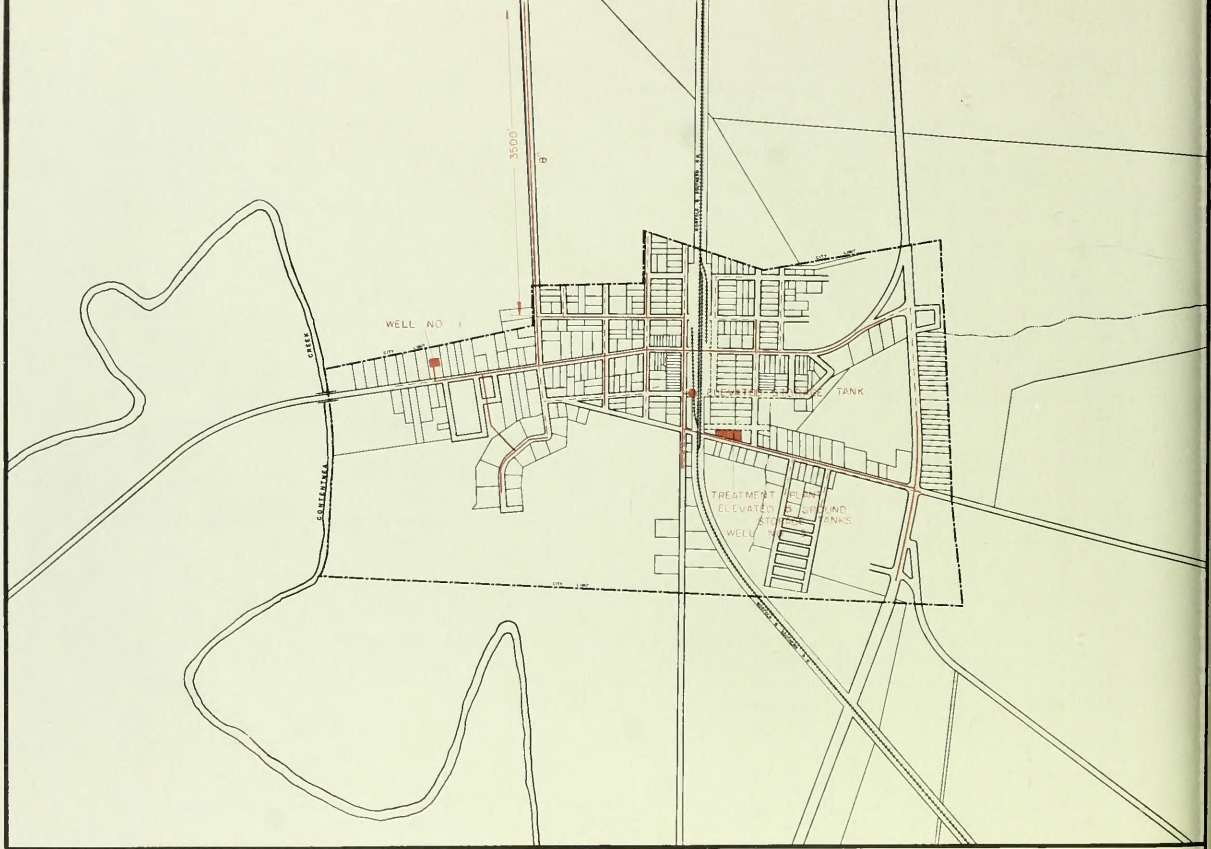
* The backstop is in a poor state of repair and the grass is cut infrequently - only two of the deficiencies which exist in regard to this facility.



STANTONSBURG, NORTH CAROLINA

COMMUNITY ANALYSIS

SCALE IN FEET

2 INCH MAINS
6 INCH MAINS (UNLESS SHOWN OTHERWISE)

EXISTING WATER SUPPLY SYSTEM

4

Water Supply

Water supply is one of the most important factors influencing community development. Without an adequate supply, community growth is limited. There are two sources of water supply - surface water and ground water, and two methods of distribution - through public facilities (water lines) and from individual wells.

Stantonsburg's population is served entirely by ground water which is distributed through water mains to all areas of Town. From the standpoint of land use, all of Stantonsburg's developed areas are served by public water. The size and location of existing water lines in Town are shown on Map #4. Most of these lines were installed in the 1930's.

Two wells are the only source of water supply serving the Town. Each well is used as the source of supply on alternate weeks. Well No. 1, which is located on Main Street (on the west side of Town),is drilled to a depth of 187 feet and pumps 183 gallons per minute. Well No. 3, located on Saratoga Road, is also drilled to a depth of 187 feet but pumps 125 gallons per minute.

The existing water treatment plant, which was constructed in 1960, has a capacity of 175 thousand gallons per day but currently carries an average load of 100 thousand gallons per day.* Chlorination is presently being used in the treatment of the Town's water supply. The reduction of the iron content in the raw water supplied by the above mentioned wells by aeration and the addition of chemicals (to reduce iron to an insoluable form) makes Stantonsburg's water as palatable as any to be found anywhere in the Eastern Coastal Plain region of North Carolina.

The Town has two elevated tanks and one ground reservoir for the storage of water. The elevated tank, located on Commercial Avenue (opposite Travis Street), has a capacity of 35,000 gallons while the elevated tank located on Saratoga Road has a capacity of 100,000 gallons. The ground reservoir has a storage capacity of 65,000 gallons and is located within the Town's filter treatment plant complex.

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* An additional filter at the treatment plant would double the present treatment capacity of this plant.

STANTONSBURG, NORTH CAROLINA

COMMUNITY ANALYSIS

TO SEWER MAINS
NOTE: ALL MAINS ARE 8" UNLESS SHOWN OTHERWISE
MAN HOLES

EXISTING SEWAGE DISPOSAL SYSTEM

Sewerage Disposal

A satisfactory method of disposing of domestic and industrial wastes is just as important to the well-being of a community as is the provision of an adequate water supply.

All development in Town with the exception of four dwellings in the extreme east and west sections are served by public sewer lines. The size and location of these lines are shown on Map #5. Most of these lines were installed during the 1930's.

Sewage within this system flows entirely by gravity to an Imhoff Tank which is located a short distance from Contentnea Creek. This tank, which was installed in 1938, is of sufficient size to treat sewerage for a population of approximately 2,000. The State Department of Water Resources reports that Stantonsburg's Imhoff Tank is extremely effective in treating sewerage for the present Town population.

An Imhoff Tank, which is a primary treatment device similar to a septic tank, is able to remove only 30% to 35% of the solids in sewage. Professional engineers have stated that within the next ten years the Town should install a secondary treatment device such as a trickling filter or contact stabilization plant, (either of which is able to remove up to 90% of sewage solids) in order to prevent the contamination of Contentnea Creek to the point where it presents a health hazard.

Treated sewage is discharged into Contentnea Creek directly west of the Imhoff Tank. Contentnea Creek is presently rated in a "C" stream category. This "C" category implies that the water in this stream is suitable for fishing, fish propagation, agricultural, industrial cooling and process water supply, but not to be used for swimming or as a source of water supply for drinking.

The Town charges developers $25.00 to connect to existing sewer (and water) lines. There are no immediate plans to install new sewer lines within the Town.

Storm Drainage

Stantonsburg's storm drainage system is made up of a network of open ditches and underground tile pipes as shown on Map #6. There are two major drainage areas in Town. The Norfolk-Southern Railroad Tracks, in general, forms the boundary between these areas.* Excess surface water from both areas flow in a south and then west direction through open ditches to Contentnea Creek where the water is discharged.

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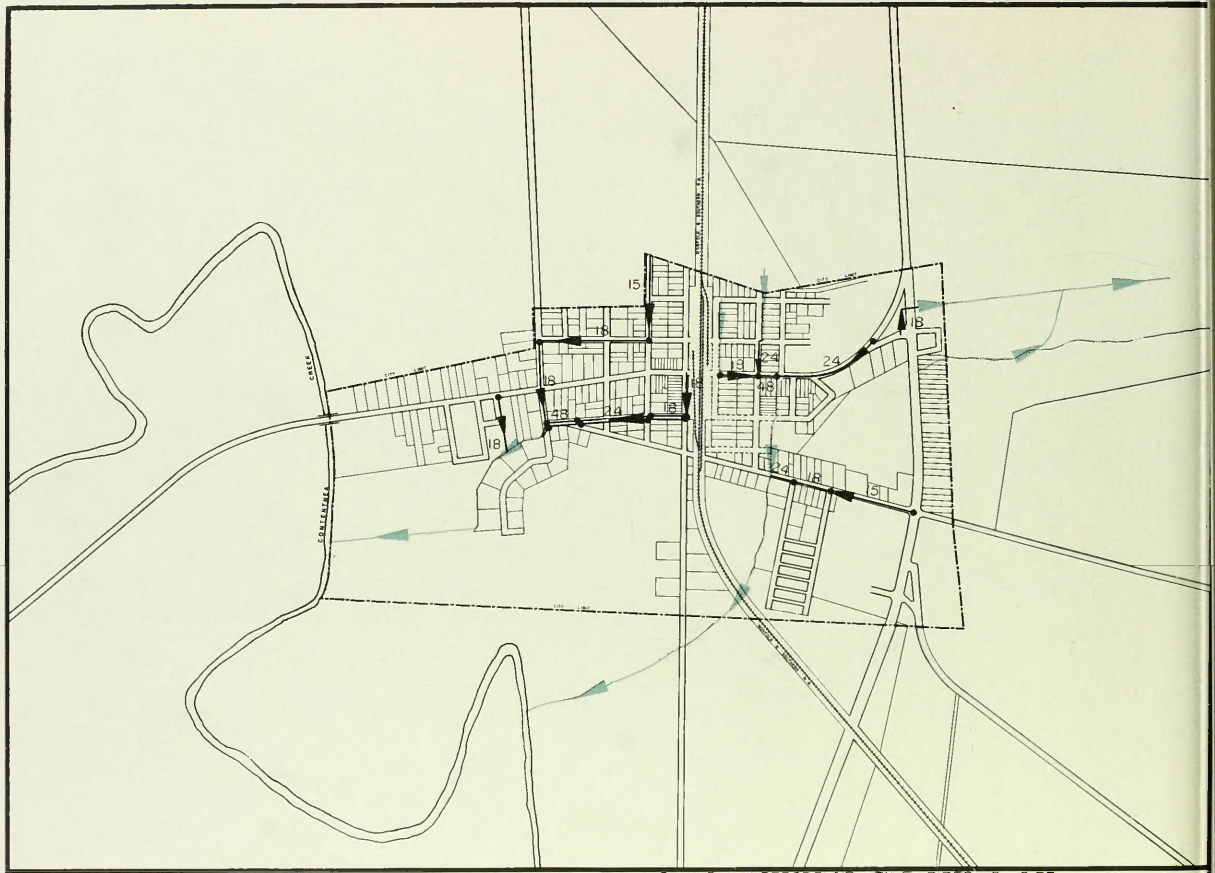
* Surface water in the extreme northeastern part of Town flows in an easterly direction into a tributary of the Neuse River.



STANTONSBURG, NORTH CAROLINA

COMMUNITY ANALYSIS

12 UNDERGROUND TILE PIPES & SIZE
OPEN DRAINAGE DITCHES
CHANGE IN PIPE SIZE
NATURAL FLOW OF WATER

EXISTING STORM DRAINAGE SYSTEM

6

The size of underground drainage pipes used vary, in general, from 15 to 24 inches in diameter. Short sections of 48 inch pipe are utilized in two specific areas of Town. Two parallel lines have been installed along Travis Street, between Commercial Avenue and Tyson Drive.

The only poorly drained area in Town is the land which is bounded by Wilson Street, South Avenue and Main Street. This pocket of lowland is subject to ponding during rains because of the unpermeable soils which are present here. The open ditches which are present here need to be re-dug or cleaned out in order to permit excess water to flow out of this area.

Street Lighting

At least one street light is located at each street intersection in Town - generally no more than 300 feet apart in residential areas and 200 feet apart in business areas. The central business district has new mercury vapor type lights while the residential areas are served by a combination of mercury vapor and older (incandescent) types of lighting. The Town Board is currently in the process of replacing all incandescent lighting with mercury vapor lighting. Since street lights are publically owned, in order to get a street light installed a citizen must appeal before the Town Board for approval.

Streets and Thoroughfares

The principal highways passing through or adjacent to Stantonsburg are State Highway 222 and State Highway 58. In 1964* Main Street (N. C. 222) carried an average traffic volume of 1,700 vehicles/day and Commercial Avenue (N. C. 58) carried 2,000 vehicles/day. Now that the Highway 58 Bypass has been completed in the eastern part of Town, the traffic volume on Main Street has decreased appreciably. The State Highway Commission estimates this bypass will carry an average of 2,900 vehicles/day by 1982. Traffic congestion is not a problem in any part of Town.

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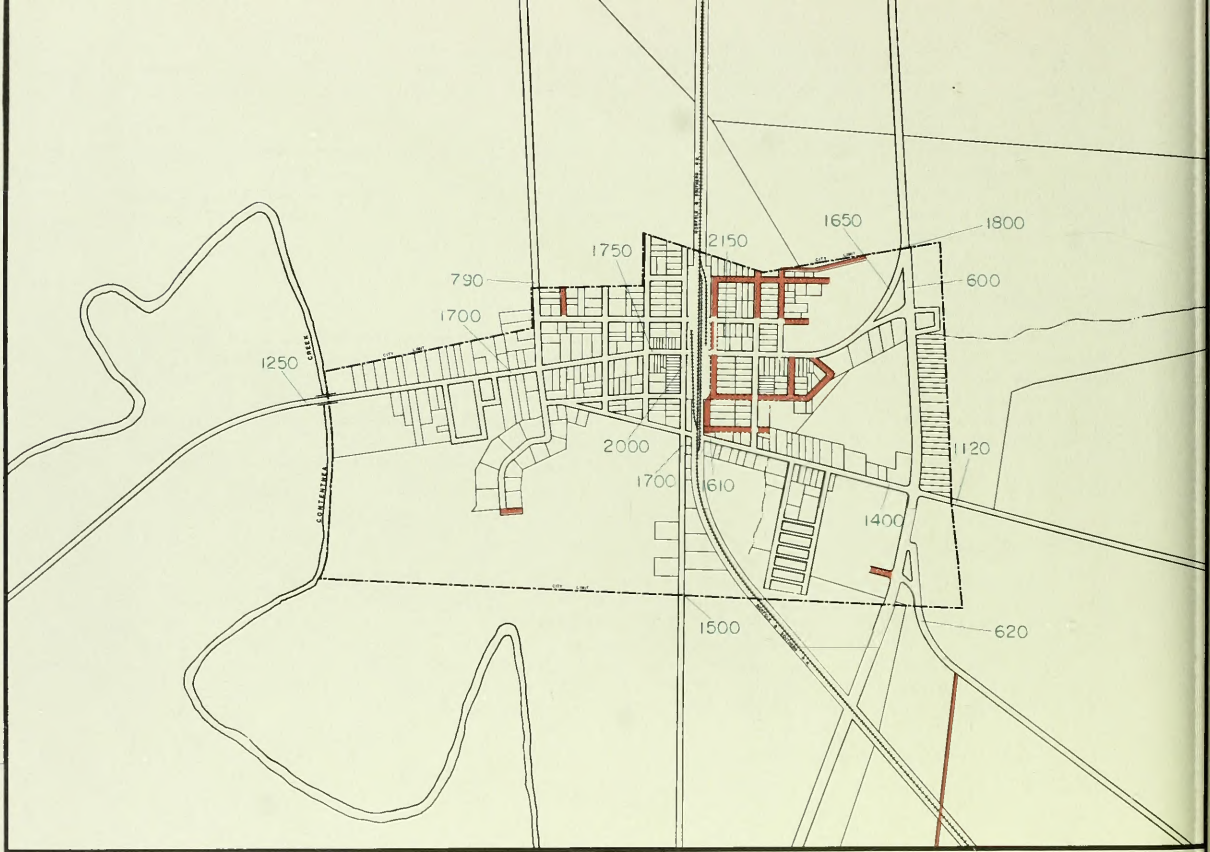
* State Highway Commission Traffic Survey, 1964.



STANTONSBURG, NORTH CAROLINA

COMMUNITY ANALYSIS

UNPAVED STREETS

1234 AVERAGE DAILY TRAFFIC VOLUMES (1964)

STREET CHARACTERISTICS

The State Highway Commission is presently widening Main Street from the Norfolk-Southern Railroad Tracks to the Highway 58 Bypass to a 44 foot pavement width. Curbs and gutters will also be installed in conjunction with this widening. In addition, the State is making major design improvements to the Webb Lane - Highway 58 Bypass intersection in order to facilitate future traffic movement in this area. State Highway 222 traffic entering Town from the east is proposed to be diverted to this intersection and vehicles will be encouraged to use Main Street instead of Saratoga Road in its movement through the Town.***

There are 6.19 miles of dedicated streets within Town.** Of this total, 5.13 miles or 83% of all streets are paved (in most cases not including curbs and gutters); 0.87 miles are dirt streets and 0.19 miles are dedicated but not developed.**** Map #7 shows the location of unpaved and unimproved streets in Town.

The Town assumes full financial responsibility for paving presently unpaved streets within the Town. Adjacent property owners are not assessed for the improvement of streets which the Town undertakes. According to existing Town requirements, new developers must provide a 50 foot right-of-way for all new streets and pave these streets to a 28 foot width. There is no requirement for curbs and gutters.

** This figure also includes State controlled thoroughfares which are located within the Town limits.

*** Saratoga Road, from the Highway 58 Bypass to Commercial Avenue, will be considered a secondary rather than a primary State Road once these improvements are completed.

**** Additional street paving has been done since this street survey was conducted. It is estimated that as of December, 1965 approximately 95% of all streets in Town are paved.

POTENTIAL GROWTH AREAS

The planning knowledge gained by studying such factors as soil conditions, topography and the feasibility of extending water and sewer lines into specific sections of the Stantonsburg Planning Area enables the community leaders to determine the opportunity potentials for growth in their Town.* From the following brief analysis, the community can take certain positive steps to encourage the type of growth it desires in the direction which it most desires.

1. Sewer and Water Extensions

The existing coverage of the Town's water and sewer system has been discussed earlier and is indicated on Maps #4 and #5. The neighboring areas where existing lines can be feasibly extended are also shown. By "feasibly" we mean that in extending these utility lines, no unduly large capital outlay or elaborate engineering studies appear to be required.

Since the plans for the extension of public water and sewer lines to serve the surrounding area deserves the attention of a qualified engineer, only a general analysis of this factor of development is possible in this report.

A general topographic map of the area was superimposed on the maps showing the locations of existing water and sewer lines. Thus, by comparing the contour of the land with the locations of existing lines, generalizations could be made.

(a) Water - The Town's system of collector mains are sufficiently large and the two elevated water storage tanks are so located as to make the extension of water lines to all sections of the Planning Area financially feasible.

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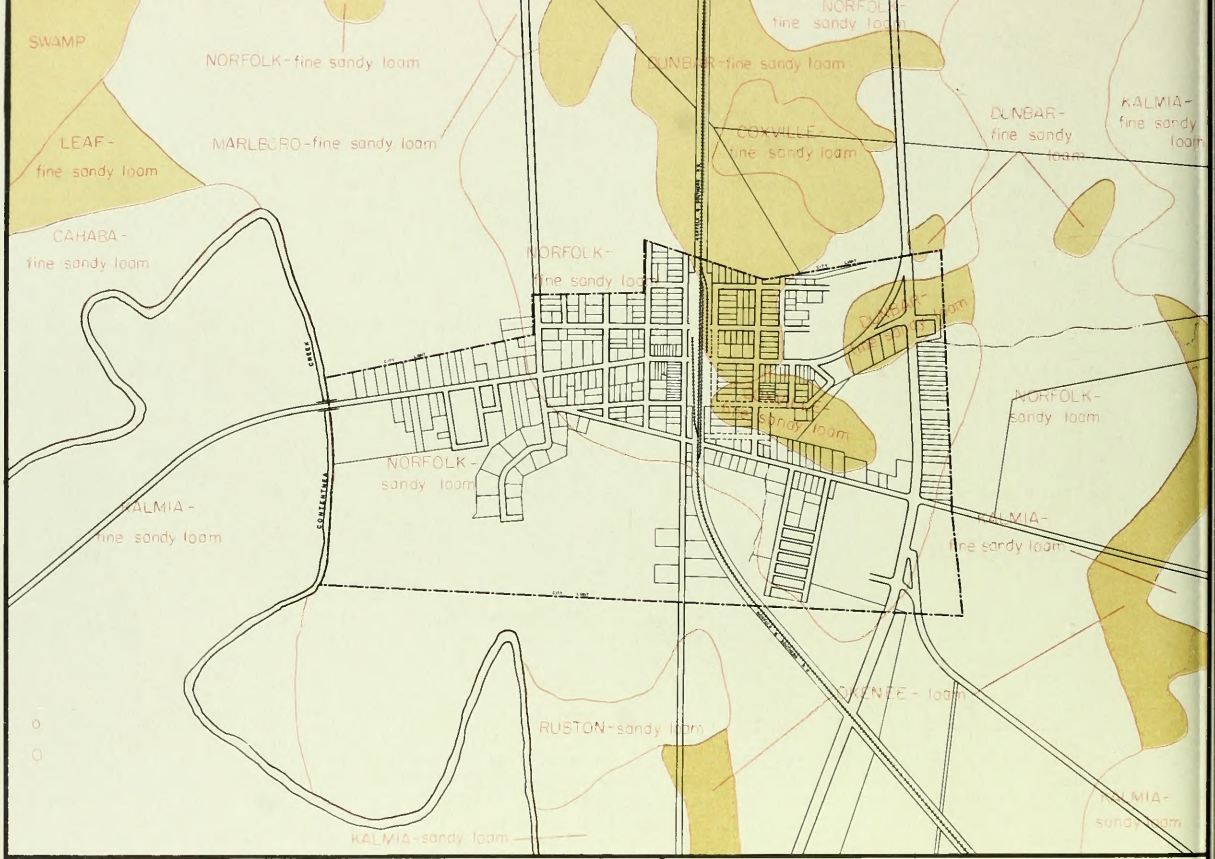
* The reluctance or willingness of land owners to sell their property if a fair price was offered for future development purposes is certainly an important consideration factor, yet, at the same time it is an unknown factor. In the analysis which follows, the basic assumption was made that existing vacant land or land in agricultural use would be sold if there was a definite need and fair price offered for this land.



STANTONSBURG, NORTH CAROLINA

COMMUNITY ANALYSIS

SCALE IN FEET

BOUNDARIES OF SOIL TYPES

SOILS UNSUITABLE FOR SEPTIC TANK USE

SOIL CHARACTERISTICS

1

(b) Sewer - The extension of the Town's sewerage lines, being controlled by gravity flow, is strongly governed by the topography of the Stantonsburg area. Public sewer lines can feasibly be extended to all but the southeastern section of the Planning Area. In order to serve this low-lying area a lift station needs to be installed here. In order to serve the south-central and northeastern sections of the Planning Area either the present elevations of existing collector sewer lines need to be adjusted (by digging up the present lines and replacing them at more functional elevations) or parallel lines need to be installed.

2. Soil Characteristics*

Soil characteristics further differentiates the usefulness of land for potential development. If, for example, a certain tract of land is situated in a low-lying, swampy area it is unlikely that this area would be developed ahead of some other areas with better qualifications.

Map #8 shows the various types of soils present within the Stantonsburg planning area. The particular purpose of the soil analysis is to determine whether or not a given soil has sufficient permeability for satisfactory septic tank use. Although there are 12 types of soils present either in the Town or within one-half mile thereof, the primary objective of the soil map is to show areas which are suitable for septic tank use and which are not.

Almost all of the land located within the planning area is conducive to septic tank use. The major exceptions are the land which is located in the immediate vicinity of Contentnea Creek and the land which lies in the north-central part of the planning area. The former area has swamp characteristics and the soils in the latter area have poor permeability.

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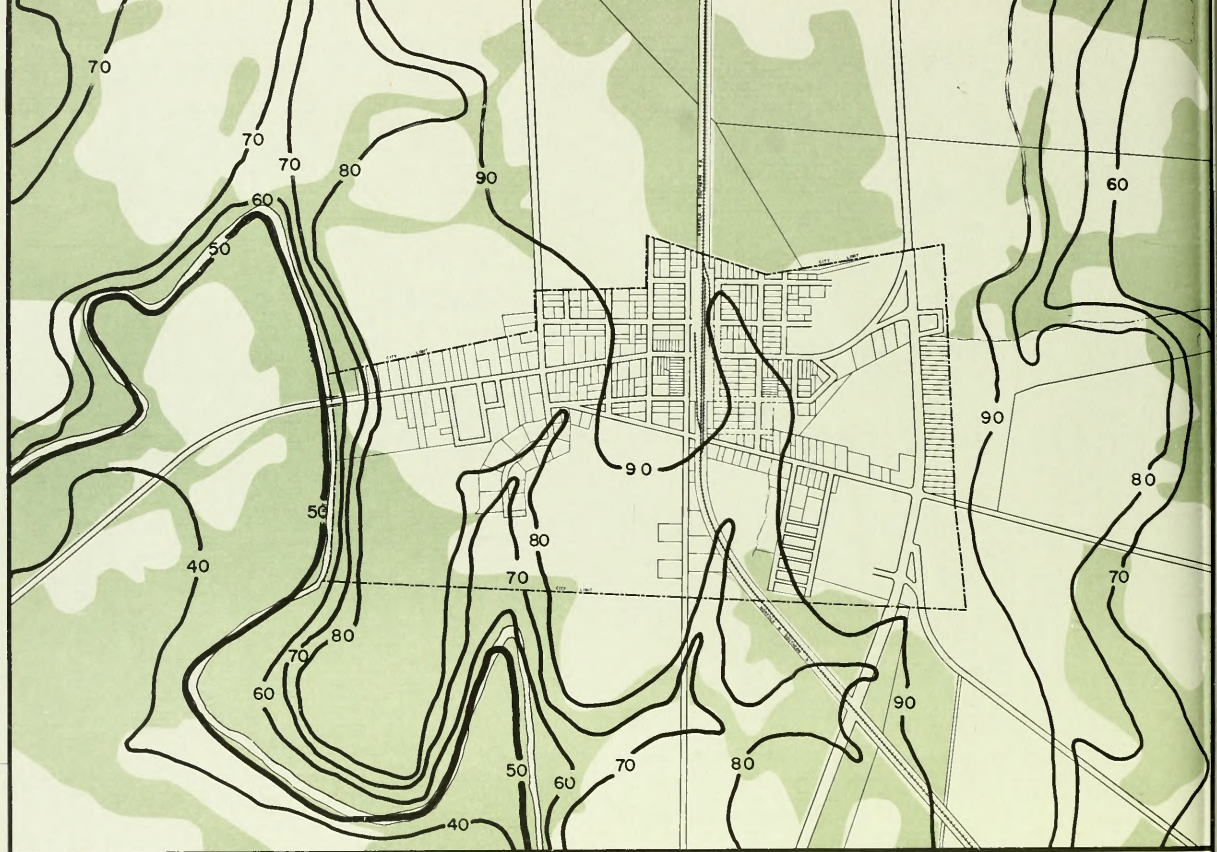
* Soil information from "Soil Survey of Wilson County", U. S. Department of Agriculture, 1925. Soil specialists caution that interpreting older soil surveys (such as was done in 1925) according to present day soil standards can be misleading, as soil classifications have changed in the intervening years. A detailed survey concerning soil categories (what these categories had indicated in 1925 versus what they indicate today) should be conducted before any definite conclusions are reached. Because such an analysis was not within the scope of this report, all information listed above should be used as a general guide only.



STANTONSBURG, NORTH CAROLINA

COMMUNITY ANALYSIS

50 ELEVATION OF LAND

WOODED LAND

TOPOGRAPHY & WOODED LAND AREAS

3. Topographic Characteristics

Aside from the fact that the topography in a certain area governs to a certain extent the feasibility of extending sewer and water lines, it also is a determinant in setting aside land for future residential, business, industrial, etc. development. In addition, sharp differences in land elevation prevent or at least discourage the future construction of major streets through given area.

For the most part, the land located within the Stantonsburg Planning Area is relatively level. Aside from the low-lying land located in the southeastern section, the only case of steep topography is present directly south of Tyson Drive. The land which lies in the immediate vicinity of Contentnea Creek is subject to flooding and is, understandably, unsuitable for development. The land on the west side of this waterway is particularly low and consequently flood susceptible. This is not the case with the land east of this creek which is relatively high and less susceptible to flooding.

4. Other Development Considerations

(a) Contentnea Creek - This Creek, which forms the western boundary of the Town provides a natural barrier to development particularly in the sense that public water and water and sewer service from the Town cannot easily be extended to the land located west of this Creek. Contentnea Creek deters development of that land which lies in the southwestern and, to a minor extent, the south-central section of the Planning Area only.

(b) Forest or Heavy Vegetation Areas - An area which has heavy tree growth is both a deterrent and inducement for development. These areas possess a natural amenity as sites for homes. On the other hand, although wooded lots are in demand as future home sites, a relatively large capital expenditure is required of the subdivider to clear the wooded area to allow adequate size homes and streets to be built in the area.

The largest concentration of wooded land is located in the northeastern, southwestern, and southeastern sections of the Planning Area. The development of land in either the northeastern or southwestern sections is handicapped by poor drainage - much of this land is at present under water. Development of land in the southeastern section, as mentioned earlier, is handicapped by relatively steep topography and the difficulty of extending sewer lines into this area. In any event, these

heavily wooded areas will not, in all probability, be developed until a need for a large number of residential lots in a relatively short time makes the development costs involved financially practical.

Major wooded areas discourage but certainly do not prevent the construction of major streets through these areas. In many cases land for streets have been cleared by qualified companies in exchange for the lumber which is located within the right-of-way of the proposed street. This possibility should not be overlooked in planning the major thoroughfare system to serve the planning area.

Conclusions

Assuming land becomes readily available for sale by all owners in the planning area, future development will, in all probability, take place in the following areas:

- in the area south and east of Tyson Drive and along both sides of Moyton Drive if population growth is slow and there is no large demand for building sites within a short period of time. Land along Moyton Drive between Webb Lane and N. C. 222 should be in demand for commercial as well as residential development in the future.

- in the area directly north of Main Street, west or east of Black Creek Road, if a large demand for residential lots within a short period of time, is evident. The land east of Black Creek Road (west of the railroad tracks) would seem to have the better development potential of the two areas.

The large vacant parcels located directly east of the two non-white residential areas would seem to have little development potential as residential sites in the future. Unless a sufficiently large number of non-whites, possessing substantial incomes, desire vacant lots in these areas for homesites, this land will, in all probability, either remain in an agricultural use or its highway frontage stripped with commercial or residential development.

Chapter III
LAND USE PLAN

In previous chapters, Stantonsburg's regional and physical setting, its economic and population characteristics, its land use pattern, its housing and its water, sewer, and street systems have been examined in some detail. Development problems, trends, and potentials have been analyzed and discussed. In this chapter, a plan for the future physical development of Stantonsburg is described. It is based upon both the findings of earlier chapters and basic urban planning techniques.

This chapter of the Stantonsburg Development Plan is divided into three sections. The first section deals with land uses and their appropriate locations and is called the Land Use Plan. The second deals with the major streets in Stantonsburg which are needed to serve the various land uses and is called the Major Thoroughfare Plan. The third section deals with ways in which the Development Plan can be implemented. Stantonsburg's Land Use Plan and Major Thoroughfare Plan are illustrated graphically by Map #10.

LAND USE PLAN

Introduction

The purpose of the Land Use Plan is to serve as a guide for the location of the future homes, factories, stores, and other land uses of the community and for the municipal facilities which will be needed to serve them. The plan is intentionally general in scope since more detailed studies will be needed before specific development is undertaken. Some of these studies and recommendations for implementing the development plan and for alleviating some of the existing problems are discussed in the final section of this chapter.

Land use plans for urban areas are usually based upon two types of requirements, future space requirements and locational requirements. Space requirements are used in estimating the number of acres of land which will be needed for community development at a given date. These estimates are derived from community population forecasts and are only as reliable as the future population estimates are. On the other hand, locational requirements are used in determining which land areas in the community are most suitable for each given land use type regardless of when such land will be needed or used for such development.

As indicated in Chapter I population forecasts for the Stantonsburg community, based upon past trends, are rather pessimistic estimating a population increase of only 150 people between 1960 and 1970 and 300 additional people by 1980. The space requirements which this increased population would likely require by 1980 would only be 43 acres or 80% of the presently vacant land (not including farm land) within the Town.

Rather than limit the land use plan by these space requirements, land use proposals in the plan have been based upon the assumption that the most appropriate locations for the expansion of Stantonsburg's residential, commercial, industrial, and other land use areas should be selected, planned, and protected for such future use regardless of the prospective use date. For this reason, location standards have been the principal basis for the land use plan.

Although the plan assumes the complete development of the Town of Stantonsburg and its immediate fringe area and proposes certain types of usage for each portion of the area, this does not mean that each area will be intensively developed. It is apparent from studying existing land use that land uses cannot be grouped without vacant land lying between the occupied parcels. More than enough land is allocated than will be needed to meet the requirement of each land use category for a twenty year period. Adequate spacing is provided to aid the growth and expansion of commercial and industrial activities as well as residences. The area will undoubtedly fall short of achieving the development shown on the land use plan but as growth does occur, whether rapid or slow, the plan will serve as a guide.

The Stantonsburg Land Use Plan is a general plan which will be and should be subject to revision as the need arises. It creates a desirable but not perfect pattern of land use which the Town should strive to achieve. A framework is provided on which local agencies and individuals can do more detailed planning. The plan is not perfect because existing conditions have been considered and are reflected on the proposed land use patterns. If it were possible to work with undeveloped land or to clear everything deemed undesirable, the land use plan might very well show a utopian Stantonsburg. The plan prepared by the Planning Board proposes the best possible land use pattern in terms of what is practical and ideal and what the people desire.

A discussion of the factors to be considered when planning for each type of land use and a general description of significant proposals made in the plan relative to each use follow. A set of general policy statements relating to the location of all future uses in the community will be also included and will form the last part of this section.

RESIDENTIAL

Although only one residential classification is used in the land use plan, it actually represents three categories of dwellings - single family dwellings, multiple family dwellings and individual mobile homes.

Locational and Site Requirements - The following is a list of factors to be considered in planning for residential development in the future:

1. Residential development should not be allowed to pre-empt land that is needed for other purposes such as future sites for business, industry and community facilities.

2. Residential development should be conveniently located with respect to places of employment and shopping and to educational, recreational and cultural facilities.

3. Residential development should be located on land which has topography that is sufficiently rolling to be attractive and well drained but not so rough that roads and utilities will be unduly costly to develop.

4. Areas of reasonable size should be designated. Small patches or isolated sections of residential development are generally open to deterioration and blight and present added utility expense.

5. Residential areas, whenever possible, should be separated from commercial and industrial areas by natural or man-made features such as major streets, open land or waterways.

6. Industrial and commercial uses should not be permitted within residential areas.

7. Multi-family and high density residential areas should be close to primary streets, shopping areas and other services.

8. Population density should be relatively low to avoid overcrowding and to create adequate open space, privacy and a generally desirable environment. Residential lots which are served by public water and sewer lines should be a minimum of 8,000 square feet in area. If public water but not public sewer is available, lots should have a minimum area of 15,000 square feet. If neither public water or public sewer

is available, a minimum of 20,000 square feet in lot area should be required.

9. Adequate provisions should be made in residential development for a series of collector streets which would carry local residential traffic to major thoroughfares and points of interest in Town. Fast, through traffic should be kept out of residential areas.

Land Use Plan Proposals

1. Residential development has been proposed as the future use for most of the presently vacant land lying within the Stantonsburg Planning Area.

2. A network of residential streets have been shown on the plan to demonstrate a way in which present streets can be extended outward to accommodate this type of development.

3. No distinction was made on the plan between multi-family and single-family residential development. It is assumed that single-family dwellings will be, almost exclusively, the type of dwelling constructed in the Stantonsburg area in the immediate future. If a demand arises for multi-family units, the plan can be modified accordingly - delineating areas preferably near the downtown shopping area for this type of development.

4. The plan proposes a continuation of residential development adjacent to major streets and highways throughout the planning area. Provided lot sizes are sufficiently large, it is anticipated that this type of development will not have a detrimental effect on traffic circulation in the area.

5. Inter-block parks have been recommended in all future single-family residential development wherever possible from a subdivision design standpoint.

6. The plan proposes landscaped buffer areas to be located between existing residential development and offensive or unsightly non-residential uses, i.e., the railroad tracks and lumber mill.

7. It is recommended that residential lots, when developed, back onto N. C. 58, (where it curves) in the vicinity of Webb Lane, rather than residences fronting on this street. This proposal is made for two specific reasons - to lessen the danger of automobile accidents in this specific area and, secondly, to facilitate the landscaping of this portion of road, thereby aiding in the creation of an attractive entrance into Town.

COMMERCIAL

Although only one commercial classification is used in the land use plan, it actually represents two categories - the central business area and the general or highway-oriented commercial areas.

Locational and Site Requirements - The following is a list of factors to be considered in planning for commercial development in the future:

1. Commercial areas should have a high degree of accessibility in order to serve their market area.

2. An intensive commercial grouping, which gives accessibility and availability, is needed in the center of town.

3. Outlying commercial areas should be developed as compact centers with adequate room for expansion and off-street parking.

4. Roadside commercial uses should secure locations which are in proper relationship to the traveling public.

5. Commercial developments should incorporate proper design standards in regard to parking, loading, signs, relative building bulk and landscaping.

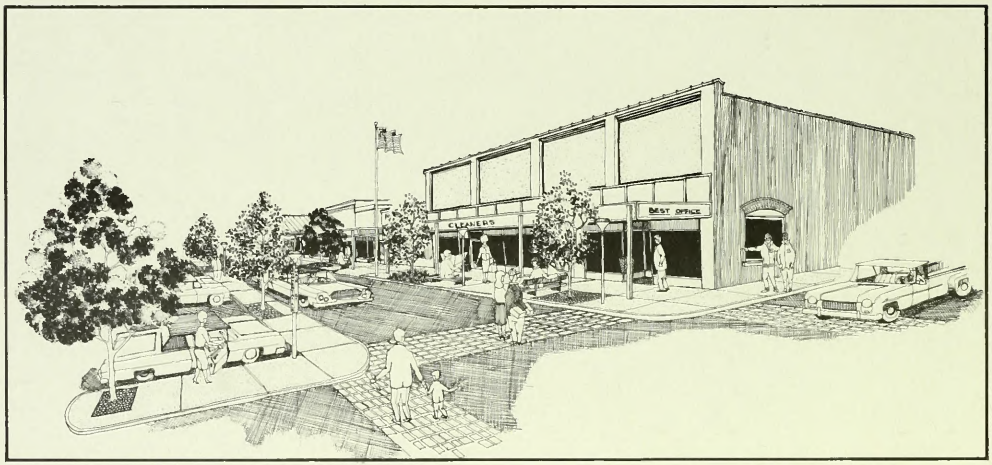
6. General business uses should be in locations which encourage compatibility with surrounding uses.

7. Landscape buffers should be provided if a business adjoins a residential area.

8. General business uses should be located adjacent to major streets - preferably at the intersection of two major streets.

Land Use Proposals - Recommendations concerning commercial development in the Stantonsburg area deals primarily with the improvement of the central business district. The only significant proposal dealing with general business areas (outside of the CBD) involves the designation of four corners at the intersection of N. C. 222 and N. C. 58 for commercial development in the future. By proposing cluster commercial development in this area, future highway-oriented businesses will have sufficient vacant land to develop, thereby discouraging uncontrolled strip commercial development.

MARKET


CLEANERS
BEST OFFICE

Recommendations concerning improvements proposed for the downtown shopping area follow:

The Central Business District

The boundaries of the Central Business District have been extended somewhat on the land use plan. This was done for two major reasons. Assuming the Town experiences all, or at least part of its growth beyond the anticipated population projection, additional space will be needed for new establishments and off-street parking.

There is an apparent desire on the part of many citizens of Stantonsburg to give their downtown shopping area a "facelifting". The scope of this report is not ubiquitous enough to give extensive analysis to design, costs, engineering and market studies which need to be considered in formulating a central business district renovation plan. This is the function of a specialized study. Nevertheless, the illustrations on the opposite and following pages presents ways in which certain sections of Stantonsburg's Central Business Area could be improved.* Basic improvements recommended include:

- Continuous canopies have been inserted. This is recommended to give a unified appearance to the area - that is, to give the effect of a single shopping area rather than a series of unrelated stores. In addition, these canopies would be protection for shoppers from inclement weather or the strong summer sun. Presently, on the north side of Main Street an old, wooden canopy serves this function. This canopy not only is unattractive but gives the impression to visitors that Stantonsburg is an unprogressive Town whose stores have nothing new and exciting to offer. This unattractive canopy also tends to weaken the previously mentioned image of the CBD as being a unified area by setting the stores using this canopy apart from the rest of the commercial buildings in the area.

- Modern facings for the upper stories of several buildings have been recommended in conjunction with the installation of the continuous canopies. Unless the upper stories of specific business buildings are improved, the positive effect

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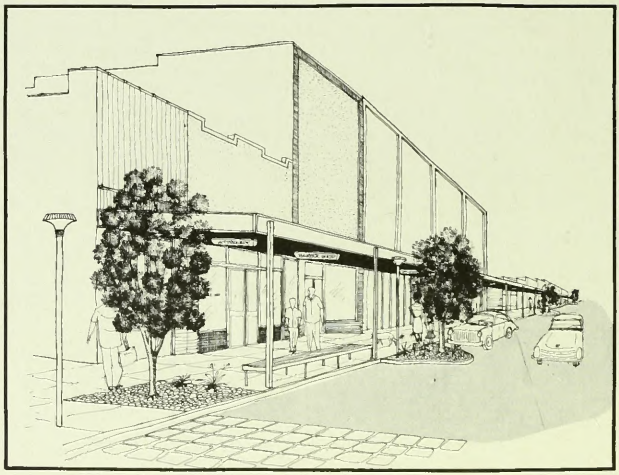
* This is just an example of what could be achieved. It's primary purpose is merely to spur the thinking of the merchants and the people of the Town toward improving their downtown shopping area.



of canopies will be weakened considerably. In lieu of facings, if basic economics dictate, the merchants in this area could have (with professional advice) the upper stories of their stores painted a basic color or pattern of compatible colors.

- Planter boxes and benches in strategic areas have also been recommended in order to give the area an attractive yet relaxing appearance.

- Paved parking areas have been recommended at two locations; on railroad property on the east side of Commercial Avenue (opposite the Town Hall), and in the interior of the block in which the Town Hall is located. Landscaping has been recommended surrounding each of these lots.

- A thick screen of shrubs is recommended adjacent to the railroad tracks which pass through the town. This action is recommended for two reasons - the most important of which is to protect as much as possible this business area from view of the unattractive and intensive uses which are located on the east side of these tracks. The second reason is to give the central business area an appearance of a solidified, self-contained area.

- Finally, several old, vacant, worn-out buildings have been recommended for demolition to provide the area with additional room for expansion.

INDUSTRIAL

Although only one industrial classification is used in the land use plan, it actually represents two categories - light or unoffensive industrial uses (such as warehousing, storage yards, machine shops, etc.) and heavy or offensive industrial uses, (such as meat packing plants, concrete mixing plants, etc.).

Locational and Site Requirements

1. All manufacturing and wholesale areas should have reasonably level land with a slope preferably of not more than 5 percent and capable of being graded economically.

2. Industry does not want to locate near shoddy residential or industrial slums or take the chance that slums will develop nearby.

3. Land set aside for industry should be conveniently accessible to workers employed in the plant.

4. Protective buffering or open spaces should be provided between industrial and residential uses.

5. Access to industrial property should not be through narrow residential streets. Industry should be located on or near major highways. Industries are becoming more interested in sites adjacent to major thoroughfares and highways where the industrial plant will stand as an advertisement to the public.

6. Land designated for industry should never be on land unsuitable for other purposes.

7. Services such as public water and sewer lines and adequate police and fire protection should be available to the area.

8. Industry should be located on well drained sites which are not subject to flooding.

9. Industrial sites must be sufficiently large to include off-street parking and loading areas and for future expansion. The land should be in large tracts with sufficient depth.* The size of the industrial parcel varies greatly depending on the character of the industry, techniques of operation and according to management policy.

10. Railroad spurs in the rear portion of an industrial tract are absolutely necessary for certain types of industry.

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* Professional industrial consultants or representatives of the State Department of Conservation and Development, Division of Commerce and Industry should be consulted in this regard.

Land Use Proposals

1. In conjunction with the existing lumber yard, it is proposed that landscaping be placed around the perimeter of this operation to minimize the adverse effect which this offensive use has on nearby residences and the central business area. A slight expansion of this industrial use is also proposed.

2. Several large areas for future industrial development has been proposed in the southeastern section of the Planning Area. The promotion of individual parcels in this area for industrial development should be conditioned on the following three requirements being satisfied:

(a) Public water and sewer lines of sufficient size can be provided without unnecessarily high cost to the Town to serve the new industrial firm.

(b) Existing forest growth will not handicap the developer in laying out potential industrial sites.

(c) Satisfactory arrangements can be made with the Norfolk and Southern Railroad line to extend spur tracks into the area if needed by the particular industry to be served.

Although both of the industrial areas (located north and south of the railroad tracks) are shown in the same color category, it is recommended that the parcels adjacent to State Highway 222 be reserved for light or unoffensive industrial development, while the land south of this area be reserved for the more offensive or heavy types of industrial development.

The Town of Stantonsburg should consider the following questions when seeking new industry:

1. Is the industry stable in that the market for its product does not fluctuate greatly with the business cycle?

2. Is the business of a seasonal character resulting in only seasonal employment?

3. Is it likely that any workers will be brought in to meet the labor demands and, if so, what kind of people will they be and how will this effect the original character of the community?

4. What evidence is there to give assurance that the business will be successful and maintain a continuity of operation?

5. What would be the affect upon the community if the industry should fail?

6. Will the industry add revenues directly or indirectly, compensating the community for the required expansion of public services and the additional expense of municipal operations?

7. If public revenues are not increased, can the community afford to provide the additional facilities and services required by the location of the industry?

8. Is the community in the position to make adequate provisions for the transportation, labor, power, water supply, and other requirements which will be demanded as a result of industrial growth?

PUBLIC AND QUASI-PUBLIC

The main uses considered in this category are parks and playgrounds, schools, libraries, fire and police stations, medical facilities, and public utilities.

Locational and Site Requirements

1. These uses should be located as near as possible to the center of the population they serve.

2. Property should be acquired in advance of actual need.

3. Sites for these uses should have adequate room for expansion.

4. Neighborhood play areas should be developed within the interior of blocks in new subdivisions wherever possible.

Land Use Proposals

1. A network of inter-block parks, as mentioned previously, has been proposed in the basic subdivision design of all future residential development in the Planning Area.

2. The plan proposes the demolition of the four dilapidated dwellings located between Greenwood and Macon Avenues, north of Yelverton Street, and the development

of a passive recreational park on this site. A park is urgently needed in this area to serve the needs of the negro population who live here. Park benches, basketball goals and play apparatus for young children should be provided at this location.

3. A passive recreational area should be developed on the Town-owned, one acre parcel located adjacent to Contentnea Creek. Park benches and picnic facilities should be provided in this area. In addition, the possibility of providing boat launching facilities here should also be investigated.

4. Improvements should be made to the ballfield located directly south of Stantonsburg School, to bring this recreation area up to a functional and attractive standard. The feasibility of providing tennis courts and basketball goals in this area should also be investigated.

5. The building in which the Town Library is presently housed should be razed and a new structure constructed on the northeast corner of Thompson Avenue and Main Street to house this facility.

MISCELLANEOUS PROPOSALS

1. The low-lying swampy land along Contentnea Creek has been designated as natural open space on the Land Use Plan. Due to its inherent unsuitability for most types of development, the areas so designated should not be built on.

2. The presently vacant, triangular-shaped parcel of land located directly north of Webb Lane should be landscaped and an attractive sign or symbol representing the Town placed on this site. The skillful development of this property can do much in creating a favorable first impression of the Town on persons passing this way on the Highway 58 Bypass. The State Highway Commission will have to be consulted and their approval obtained before this parcel can be improved by the Town.

3. To improve the entrance into Town from Wilson, the plan proposes that both sides of Main Street from the northern town limits to the Central Business area be landscaped with trees and vegetation. A professional landscape architect should be consulted concerning the types of trees to be planted, spacing, etc.

STANTONSBURG'S LAND USE POLICY

What would be the function of an official land use policy for the Town? Are not the Land Use Plan and the typical tools of plan implementation such as zoning and subdivision controls sufficient to guide development? These elements are very valuable, especially the Land Use Plan which reflects the ultimate objective of land use policy, but an established policy is needed as a flexible guide to be used in making various decisions which effect land usage. Decisions, both private and public, are made daily in regard to the use of land. Land use policies set forth a course of action the Town leaders will attempt to follow when certain situations occur or problems arise. Many times a considerable deviation from adopted policy may be necessary because of certain physical, economic or social conditions. It should, however; be the Town's intent to follow their land use policy as closely as possible. To do otherwise would surely threaten the effectiveness and success of the continuous program of comprehensive community planning.

General Policies

1. Development requiring municipal sewerage should be contained within areas that can be served by sanitary sewers draining by gravity to the Contentnea Creek Imhoff sewage treatment tank.

2. Where possible, vacant land adjacent to existing development should be developed before new development areas are begun.

3. New development should compliment existing development; incompatible land use areas should be separated by appropriate buffers.

4. Swampy areas or other areas having a high water table should not be intensively developed but should be retained as open land.

5. Land uses producing large quantities of sewage should be located as near as possible to the sewage treatment facility to reduce the length of large capacity sewers which must be constructed and maintained.

6. Smoke, noise, and odor emitting uses should be located on the northeast or southeast side of town to prevent the prevailing wind from blowing such products across developed areas.

7. Retail and service activities, with the exception of neighborhood and highway serving facilities, should be located in the central business area.

8. Public and quasi-public facilities, such as social and cultural uses, should be located near major streets so as to be easily accessible from all parts of the community.

9. Strip or spot development, where presently in existence, should be contained and not permitted to spread. All future uses shall be developed in sizeable clusters.

10. Park and recreation areas should be located near the residential neighborhoods which they serve.

MAJOR THOROUGHFARES

The Land Use Plan determines the path for the origin, destination and volume of traffic. The circulation system facilitates the movement of persons, vehicles and goods which make land development according to plan possible. Together, the Land Use Plan and the Major Thoroughfare Plan provide the fundamental basis for much of the detailed planning for the future. Planning for the many component phases of the development of Stantonsburg will become haphazard without full cognizance of traffic characteristics and land use.

Modern Concepts of Street Classification and Design

The streets and thoroughfares of a community are the arteries of communication which tie the various parts of an urban area together. The modern concept of highway planning requires that streets be specialized in function and designed in accordance with their function. The location, extent and quality of improvement of streets have a direct bearing upon the character of each neighborhood and upon Stantonsburg as a whole. Thoroughfares should be so located and designed to move traffic quickly, efficiently, and safely through various parts of Stantonsburg, particularly between residential areas and employment areas, with the minimum amount of damage to abutting land. Major thoroughfares should go around natural residential neighborhoods rather than through them. The neighborhood unit should be bounded by main traffic arteries. Local streets within the neighborhood should not be used as traffic arteries and should discourage use of the streets by through traffic.

In urban areas street design is influenced considerably by topography, population, density, land development, vehicle characteristics, the character and composition of traffic movement, present and future traffic volumes, and cost of construction. The quality and quantity of road service depends on the demands and needs of the motorist, the size of the community, land use, overall city planning objectives, and financial feasibility.

The street system of a municipality is made up of major and minor streets. Major streets include expressways, arterials and collector streets. The minor or local system includes all the streets whose primary purpose is to furnish access to abutting property and to serve as channels for utilities.

Street Classification and Standards

1. Minor or Local Streets. Through traffic can be kept off these streets by designing them as loop or cul-de-sacs. Such streets can have one or two moving lanes, with parking on one or both sides, and should have a fifty to sixty foot right-of-way.*

2. Collector Streets. A street such as this performs the function of collecting minor or local street traffic and carrying it to the major thoroughfares. These streets may be used as residential and commercial avenues. They should have two adequate traffic lanes and may have parking on both sides. Residential collector streets need a minimum pavement width of forty-four feet and a right-of-way of sixty to sixty-five feet. In commercial areas additional width is needed for parking and actual pavement width may be as much as sixty feet.

3. Major Thoroughfares. The major thoroughfares are the heavy traffic carriers and inasmuch as their function is to handle volumes of traffic, they should not be bordered by promiscuous strip-commercial development which virtually chokes a main artery. They should border the residential neighborhoods and not run through them. The design standard applied to a major thoroughfare will vary according to the traffic-carrying capacity and speed planned for it. Parking should not be permitted on major thoroughfares. Cross-section characteristics should incorporate four lanes with a fifth lane at intersections which is used for left turn movements. Pavement width would then be about fifty-five feet.

The above standards and street classifications should be harmoniously superimposed on the Town of Stantonsburg; however, certain compromises will undoubtedly have to be made.

Thoroughfare Proposals in the Plan

1. Basically no new, major State thoroughfare construction is proposed in the Stantonsburg Planning Area on the Sketch Thoroughfare Plan. Existing State-maintained thoroughfares are shown on the plan as being the only major thoroughfares serving the area. Portions of the existing State-maintained roads will have to be widened in several locations in the future to accommodate expected increases in traffic volume.**

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* Any street dedicated outside of Town should have a minimum right-of-way width of 60 feet.

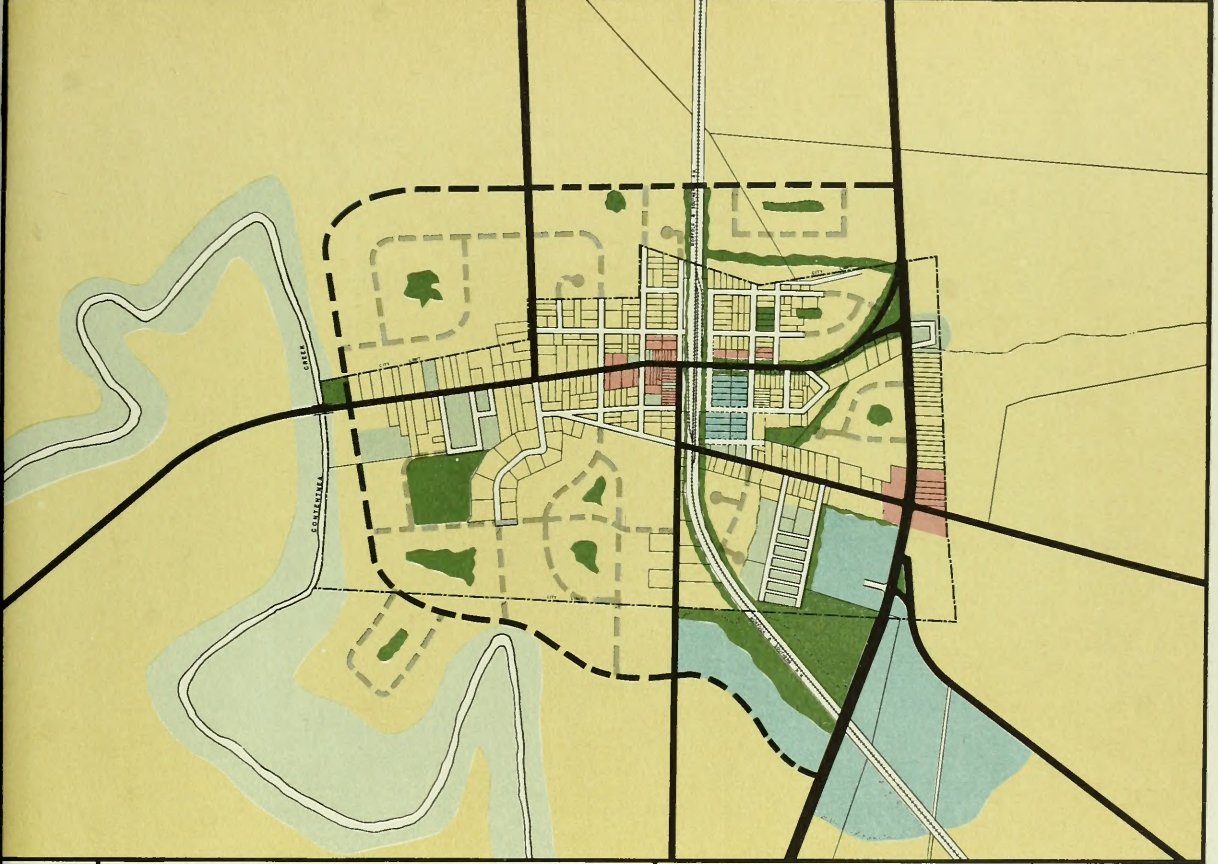
** The widening of Main Street, from Contentnea Creek to the railroad tracks, should be considered of highest priority in this regard.

When these thoroughfares will be widened is not known at this time but by using the following general standards, the community can anticipate more accurately future street improvements which will have to be made. On State-maintained thoroughfares, the pavement width from curb face to curb face should be:

(a) 44 feet for minor thoroughfares carrying a traffic volume of less than 5,000 vehicles per day.

(b) 52 feet for major thoroughfares carrying more than 5,000 vehicles per day. Pavement widths can be reduced to 48 feet on these heavily traveled thoroughfares where needed additional right-of-way is difficult to obtain.

2. A major loop collector street has been proposed on the Thoroughfare Plan. The purpose of this loop is to divert through or non-Town traffic around the developed areas of Town to lessen the danger of accidents and reduce traffic congestion. Because this loop street is not on the State Highway system, responsibility for the acquisition of right-of-way and the actual construction costs rest with either Town or Wilson County officials. If new development takes place in the area where this loop is shown, the subdivider should be required to show this street on his plat and dedicate the land to the Town or County before plat approval is given. A minimum of 66 feet for the right-of-way should be acquired. It is anticipated that this loop collector should be improved to a 44 pavement width. The southeastern section of this loop extends through a newly proposed industrial area. Improvement standards pertaining to industrial streets should be referred to in the construction of this section.



STANTONSBURG, NORTH CAROLINA

COMMUNITY ANALYSIS

RESIDENTIAL
COMMERCIAL
INDUSTRIAL
FLOOD PLAIN
PUBLIC & QUASI-PUBLIC
RECREATION & OPEN SPACE AREAS
MAJOR THOROUGHFARES
MINOR THOROUGHFARES

DEVELOPMENT PLAN

10

IMPLEMENTATION

The previous portions of the Land Development Plan analyzed the facets of community life in the Stantonsburg Area. From a study of existing conditions and anticipated future requirements, it has been possible to formulate both specific and general recommendations intended to satisfy community needs. This Plan cannot foresee all future developments and eventualities; it does, however, provide direction to the future growth of the planning area.

There is always the possibility that through indifference or misunderstanding the benefits will not be achieved. A Land Development Plan has value to a community only to the extent that it is effectively carried out. In small communities such as Stantonsburg, where it is not practical to have a permanent planning staff as a continuing town function, the responsibility for the effectuation of the Plan reverts to the citizens in general and to the community leaders in particular. The degree to which individuals and organized groups assume their obligations will dictate the success or failure of the Plan and the planning program.

The Planning Board

The Stantonsburg Planning Board has perhaps the greatest responsibility in the effectuation of the Land Development Plan. It is this body that should further analyze the recommendations of the Plan and channel them to the Town Board for appropriate action. In some instances, it may be advisable for the Planning Board to survey opinion and conduct public hearings in order that their recommendations will be in harmony with the desires of the citizens as well as in the best interest of the entire community.

An attitude of confidence and cooperation between the Planning Board and the Town Board should be established and further strengthened. While the duties of the Planning Board are largely advisory in nature, this body should be able to relieve some of the burdens now confronting the Town Board.

Each member of the Board may be assigned a specific phase of the Plan by the Chairman to explore ways in which this phase could be eventually effectuated. Bending every ear will propogate the elements of the Plan.

Town Board

The Town Board is responsible for a vital role in the effectuation of the Land Development Plan and continuing planning programs. By North Carolina law, the function of a Planning Board is advisory only and many of the planning proposals require the legislative action of the Town Board for final effectuation; therefore, it is necessary that an attitude of mutual respect and cooperation be established between both Boards.

Stantonsburg's Town Board and the Planning Board should keep each other informed at all times on matters of mutual interest and concern. This is important during all stages of the planning program in order that the legislative body may have some knowledge of the long-range objectives. The Town Board will undoubtedly be confronted on various occasions with the situations requiring the advice and recommendations of the Planning Board.

Citizen Participation

Planning objectives as established by the Plan will directly influence the citizenry through the improvement of living conditions, increased commercial and industrial activity and the stabilization of the tax base. It, therefore, becomes apparent that the citizens have a responsibility to themselves and future generations to demonstrate interest in the planning program and take an active role in its effectuation. However, individuals are generally reluctant to provide their support or criticism. For this reason it may often be necessary for the Planning Board to stimulate public interest through promotional activity.

Promotion is an educational process and is important since the realization of planning objectives based on sound principles can be accomplished and supported only if they are thoroughly understood. In many communities the criticism of the planning program is often voiced by those who are unfamiliar with the background and basis of specific projects and objectives.

Legal Tools

Planning objectives, no matter how well formulated, may never achieve fulfillment if legal controls are not provided. Development plans must be accompanied by statutory guides if future growth is to occur in a manner compatible with the aims and goals of the Land Development Plan.

The following is a summary of the codes, ordinances, and documents that are needed for plan implementation. All of these are essential for the legal control of future development.

Subdivision Regulations: Subdivision regulations provide one of the most important methods of plan implementation. It is not enough to merely identify areas suitable for particular types of development and assume that when it occurs it will be an asset to the community. Experience has shown that such is not always the case. Subdivision regulations, if properly prepared and enforced, help to provide the assurance that development will be sound. These regulations provide the minimum standards and specifications for the subdivision of open land. Application procedures are provided whereby developers are encouraged to consult with the Planning Board on an informal basis and discuss their plans before incurring the expense of formulating detailed plans. In addition, legal means are provided whereby the regulations can be enforced.

Housing Code: This is another important tool capable of yielding tangible results at an early date in that substandard housing units can be removed. It can produce a dual effect of improving the appearance of the Town as well as removing revenue liabilities.

This document establishes minimum standards for housing units. It provides for periodic inspections to determine violations. The property owner is notified if violations are present and is given a reasonable opportunity to make improvements. This code is particularly useful in arresting or removing spot blighting conditions.

Zoning: The Zoning Ordinance is the principal means by which the Land Development Plan is carried out. In the past zoning, in many communities, has been instituted before there was a plan. It is now recognized that zoning is a tool for carrying out a plan and that zoning not based on a plan is invalid. The Land Development Plan outlines land use objectives to be attained over a substantial period of time. It indicates uses expected to be desirable in the future for the Stantonsburg area. Zoning, on the other hand, establishes land use controls which are based on the Plan but also reflect current conditions. Although the Town of Stantonsburg, because of its size,* does not as yet have the power to administer zoning in the

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* Only towns and cities with a population of 1,250 or more have the authority to administer zoning regulations in the area one mile from its corporate limits.

area one-mile beyond it's corporate limits, zoning control within the Town should be initiated as soon as possible. In the meantime, it is recommended that the Town Board work with Wilson County officials to establish County Zoning Regulations to make sure the area surrounding the Town develops in an orderly and beneficial manner in the future.

Program Scheduling - Public and Capital Improvements

A Public Improvements Program should be prepared that will identify and list all public capital improvements that are required during the planning period to implement the recommendations of the Land Development Plan. Such a program would describe those improvements needed in reasonable detail and show their relationship to present and anticipated development. A recommended order of priority would be set forth as would the justification for the order of priority.

As a method of scheduling and proposing means of financing those parts of the Public Improvements Program that can be realized, a Capital Improvements Budget should be prepared. This would involve estimating the Town's operating expenditures and debt service costs as well as income that can be anticipated to be available for public improvements. The costs of these public improvements would then be estimated and a schedule would be established for the improvements that could be realized within a given period of time.*

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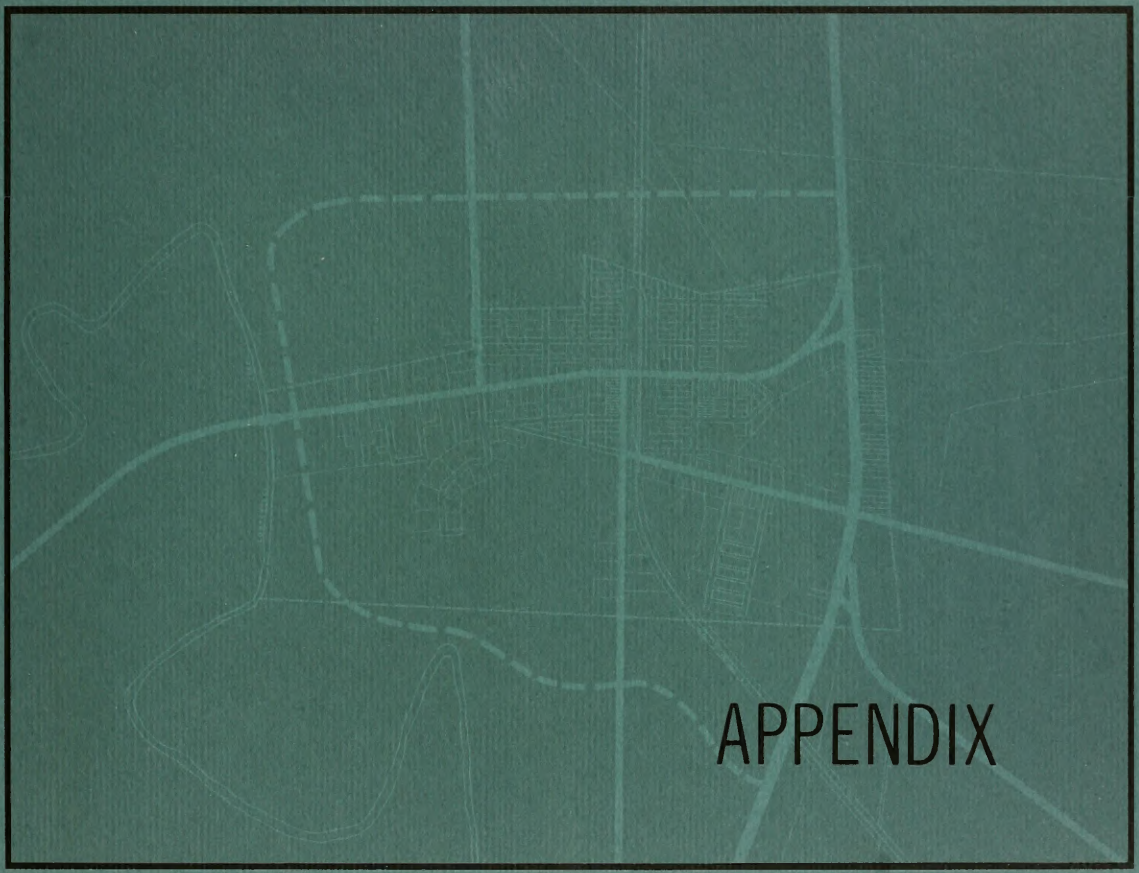
* A six year period is generally used in capital budget programming.



APPENDIX

Public Attitude

A door-to-door survey was conducted within the Town in 1964 by personnel of the Division of Community Planning. Approximately 80% of all households of the Town responded to at least one section of the questionnaire. In addition to the acquisition of detailed population, employment and shopping data, as analyzed earlier in this report, this survey attempted to obtain information concerning what additional business services and recreation facilities the Town's people would like to have in their Town in addition to the basic likes and dislikes about the Town which they might have.

Recreation Facilities

Replies concerning recreational facilities showed that the following facilities were desired:

	Facility	Replies
1.	Community Park	60
2.	Movie	24
3.	Bowling Alley	15
4.	Tennis Court	15
5.	Park for Young Children	14
6.	Recreation Center	11
7.	Teenage Club	8
8.	Skating Rink	7
9.	Baseball Field	7
10.	Golf Course	4

Other facilities recommended include a picnic area, swimming pool, boating facilities, shuffleboard, and a card club

It is interesting to note that many of the expressed desires reflect facilities which the Town can provide such as a community park, tennis courts, recreation center, baseball field and a teenage club. Other facilities such as movies, bowling alleys, and a skating rink are generally dependent on private enterprise for development.

Whereas Town officials can do little in providing such facilities as a movie house or bowling alley, they can provide public facilities such as parks, playgrounds, etc. In conclusion, it should be noted that considerable emphasis seemed to be given in providing "things-to-do" for children who are in their teens. A dependence on the City of Wilson for many of these facilities was generally believed to be a major community problem and one which should be remedied as soon as possible.

Businesses & Services

The following businesses and services were desired by the Townspeople according to their order of importance:

	Business or Service	Number of Replies
1.	Clothing Store (serving men, women, and children)	55
2.	Furniture Store	38
3.	Variety Store (Five & Dime)	33
4.	Drug Store	29
5.	Dry Goods	19
6.	Dentist	19
7.	Department Store	12
8.	Grocery Store (Super Market)	10
9.	Shoe Store (including repair)	8
10.	Hardware Store	6

Other recommendations include: doctor, gift shop, plumber, electrician, farm supplies and equipment sales, lawyer, barber shop, appliance and auto repair.

The desires of the citizens of Stantonsburg in general reflect the total absence of these businesses or services in town. It is interesting to note that in some cases, dissatisfaction with existing businesses in Town (because of poor variety, service, prices, etc.) has caused several persons to list a need for a competitive business in the survey. Perhaps as the Town grows in size, some of the above listed businesses and services will be established in Town. Unfortunately, this is another area in which the Town's governmental leaders have little control in satisfying the desires and needs of their fellow townspeople.

Likes and Dislikes

Although, in general, the great majority of those persons interviewed thought that Stantonsburg was a nice place in which to live (small town, friendliness, etc.), many persons expressed a disatisfaction with certain situations or conditions present in the Town. The largest complaint was the lack of good shopping facilities. Other complaints (according to frequency of replies) were the following: Not enough privacy (too much gossip); Town is too small; poor streets and drainage facilities in Town; lack of good housing available - many houses need to be repaired; electricity or water rate too high; not enough jobs available in Town; Town is dirty - needs cleaning up; poor school system - needs upgrading; nothing to do in Town - must go elsewhere for entertainment and recreation.

It is interesting to note that those who had lived in Stantonsburg most of their lives had little criticism of the Town. Others who were not born in Stantonsburg or who had lived in Stantonsburg a relatively short time (under 5 years) were most outspoken concerning deficiencies which existed here.

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